



The Fly-By

A Quarterly Publication of the
Southwest Region
July, 2016



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

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4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article or photos.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

SWR Commander's Corner

Welcome to the latest issue of Southwest Region's newsletter, The Fly-By. In our previous article I took the opportunity to brag on some of our people here in the Region. Our people – you – are what hooked me into staying in CAP for the long-haul. And you exemplify what we are all about, as reflected in our vision: "Southwest Region – Leading the way to mission success!"

In this issue I would like to write briefly about three interrelated issues: squadron-level leadership, mentoring, and squadron climate. I have the honor of serving as the chair of a national-level working group focused on reengineering how we educate, train, and equip our leaders at all echelons – squadron, group, wing, and region – to help them to be more successful. Helping our commanders to be highly effective helps us across the board, ranging from mission success to member retention.

A couple of statements of the obvious: leading volunteers has some unique characteristics that are different from the business world or the military. Also, people volunteer for a broad variety of reasons. One of the best things a squadron commander can do is embrace these ideas and realize that the leadership techniques one uses at work or in the military may not translate to success in our volunteer organization. Other things that can really help are (1) understanding the volunteer's motives/interests and getting the volunteer plugged into doing that activity, (2) striving to make meetings meaningful investments of our volunteers' time, (3) letting people feel that they have a "voice" – the opportunity to make inputs and suggestions that are truly listened to and considered, and (4) leading by example.

Another thing that can really help is mentoring. As an organization, we don't do a very good job of this. I highly recommend that squadrons embrace mentoring. Every new person should be paired with a seasoned squadron member to help get new cadets to their first promotion and new senior members through completion of Level 1. Similarly, and especially on the senior member side, mentors should be assigned each time a person enters a new specialty track or begins training in the operations or emergency services

areas. Getting some help from someone who has “been there” would relieve a lot of frustration for our folks.

Finally, I really would like that every squadron have a climate that is inviting, friendly, welcoming, and inclusive. While the squadron commander does much to help set the tone, having a healthy organizational climate is everybody’s job. The key word is respect. Treat others in a respectful manner, realize we are on the same team, and work together to achieve success.

As I write, we are in the middle of summer craziness – lots of CAP activities. I hope you are having a wonderful time. But please be safe in all your activities, and remember to take time to relax and enjoy family and friends. Thank you for all you do for CAP!

Col. Mark Smith, CAP

Southwest Region Commander 🇺🇸

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Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: http://www.capmembers.com/safety/safety_education/

- Safety must be on every CAP member’s mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don’t miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- **Safety is our Number One Priority.**

How to Submit News Items for this Newsletter

- **Which Articles Are Best?**

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

- **Do I Submit Photos?**

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

- **If You Have Article Ideas or Suggestions**

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: awoodgate@austin.rr.com. 🇺🇸



Top: After the buffet dinner on Friday evening, Friends in Harmony, based in San Antonio, provided superior a *capella* male chorus singing, ending with a stirring arrangement of The Battle Hymn of the Republic. (All photos: Lt. Col. Arthur Woodgate)
Below: Southwest Region Commander Col. Mark Smith addresses the audience.



Joint Southwest Region / Texas Wing Annual Conference

by Lt. Col. Arthur E. Woodgate, CAP, Southwest Region Director of Public Affairs

SAN ANTONIO – During April 14-17, at the Hilton San Antonio Airport, the Joint Southwest Region/Texas Wing Conference took place, concurrently with the scheduled meeting of the Civil Air Patrol Board of Governors. Guest speakers were USAF Maj. Gen James B. Hecker, commander of the 19th Air Force, Joint Base San Antonio-Randolph; USAF Brig. Gen. Bernard K. Skoch (Ret.), national commissioner of Cyber Patriot; and CAP’s National Commander Maj. Gen. Joseph R. Vazquez.

After the Lackland Cadet Squadron’s Color Guard posted the colors, Texas Wing Chaplain Lt. Col. Dale Climie pronounced the invocation. He was followed by Texas Wing Commander Col. Sean Crandall who opened the proceedings and presented individual mementos to Southwest Region Col. Mark Smith and Civil Air Patrol National Commander Maj. Gen. Joseph R. Vazquez.



Southwest Region, July, 2016

Col. Smith gave an overview of the state of Southwest Region, looking at past accomplishments, current initiatives, and future goals, thanking all members for their contribution to the common effort, and encouraging them to seek excellence in all they do.

He was followed by Maj. Gen. Vazquez, who reported on national initiatives, programs, and future goals, emphasizing the importance of service to the community and mission participation as a means to reach out to the public and bring Civil Air Patrol to the public's eye.

Left: Civil Air Patrol National Commander Maj. Gen. Joseph R. Vazquez addresses the assembly.

The final presentation, by Southwest Region Historian Maj. Seth D. Hudson, was devoted to an important Civil Air Patrol (and especially Texas Wing) historical figure: CAP Brig. Gen. David Harold Byrd. As a young man he was involved in oil exploration and, after drilling 56 wells that found no oil (from which he earned the nickname of "dry hole"), he drilled two productive wells on the same day, thereby assuring his future and fortune. His cousin and Polar explorer Richard E. Byrd named Antarctica's Harold Byrd Mountains for him, after Byrd had partially funded the expedition that found them.

Byrd became very interested in aviation and in 1938 was named to the Texas Civil Aeronautics Commission by Governor James Allred, and was part of the group of businessmen and politicians

who worked for the creation of Civil Air Patrol in 1941. During WW II, Byrd commanded an anti-submarine CAP air base in Beaumont. After the war, Byrd helped incorporate CAP and worked to have it named an auxiliary of the U.S. Air Force, helped initiate the International Air Cadet Exchange program, and fostered cadet programs at all levels. His influence in CAP was so widespread that Texas Wing was often referred to as "Byrd Wing."

The keynote speaker at the Saturday evening banquet was USAF Maj. Gen James B. "Scorch" Hecker, who spoke eloquently about the importance of life goals and interests. For himself, he named "The Four Fs" of Flying, Family, Fitness and Faith as his primary inner resources. He suggested that everyone has the potential for greatness, and that this is best attained by leading a balanced life in which avocation and honor, affection, physical well-being, and spiritual harmony are in balance, helping the person develop to full potential. He suggested that the Air Force core values are based on these principles.

During the Thursday and Friday prior to the conference days, both Southwest Region and Texas Wing made available two days of initial training and specialty updating to its members covering administrative, legal, aviation and operational specialties.

The usual breakout sessions during Saturday were well attended, especially the Cyber Patriot briefing given by USAF Brig. Gen. Bernard K. Skoch (Ret.). These computer security and intrusion detection/blocking skills are essential for scoring well in the Cyber Patriot competition. 🇺🇸



Top: During Brig. Gen. Myrick's surprise visit, (L-R) Cadet Lt. Col. Andrew Koepnick, Louisiana Wing; Cadet Maj. Francis McHale, Oklahoma Wing; Cadet Maj. Zane Phillips, Arkansas Wing; SWR CAC Chair Cadet Lt. Col. Robby E. Jeffries, Arkansas Wing, National Vice Commander Brig. Gen. Larry Myrick; SWR CAC Vice Chair Cadet Capt. Calvin Haskins, Texas Wing; Cadet Capt. Alexander Salazar, New Mexico Wing; and Cadet Capt. Andrew Varnes, Arizona Wing.

Below: Prior to their presentation (L-R) Col. Smith greets Cadet Lt. Col. Andrew Koepnick from Louisiana Wing, and Cadet Capt. Andrew Varnes, Arizona Wing. (Photos: Lt. Col. Arthur E. Woodgate, CAP)

Southwest Region Cadet Advisory Council Meeting

by Lt. Col. Arthur E. Woodgate, CAP, Southwest Region Director of Public Affairs



SAN ANTONIO – On April 16, 2016, the Southwest Region (SWR) Cadet Advisory Council (CAC) met with Southwest Region Commander Col. Mark Smith. Also present were SWR Assistant Deputy Chief of Staff for Cadet Programs Lt. Col. Adam Such and CAP National CAC Chair Cadet Col. Klara Olcott, Arizona Wing. Cadet Olcott attended in an advisory capacity to confer with and assist the SWR CAC.



Above: (L-R) SWR Commander Col. Mark Smith and Cadet Col. Klara Olcott, at the presentation of the Exceptional Service Award to Olcott.

The region CAC is composed of a member from each of the six member wings, a member who is the region chair and represents SWR at the national level, plus a region vice chair.

The CAC recommends solutions and identifies opportunities to improve the Cadet Program. From the squadron to the national level, Cadet Advisory Councils thrive on communication within the Cadet Community. Ultimately, by using this channel, cadets can advise the National Commander, represent the Cadet Community and work with the Cadet Team and Volunteer Staff to generating effective solutions. A good CAC works within the parameters of what is needed by cadets at their level and below, keeping in mind the needs and interests of higher echelons.

The SWR CAC explained several initiatives to Col. Smith, supported by numerous requests from the field, the CAC's analysis of the appropriateness and advantage of such requests, and a clear presentation of the advantages to the cadets and Civil Air Patrol that such initiatives would represent.

Cadet Olcott has been a highly successful member of the CAC at all levels, having risen to the position of National CAC Chair. In recognition of her many achievements and service to Civil Air Patrol and the Cadet Corps, SWR Commander Col. Mark Smith presented her with a CAP Exceptional Service Award (perhaps the highest award ever conferred on a CAP cadet). 🏆



Top: The scene of a Civil Air Patrol Cessna 172 taking off, maneuvering in the air, and landing was repeated many times at the Shawnee Regional Airport during the Southwest Region Power Flight Academy. (Photos: 2nd Lt. Kathy Sexton, CAP)

Below: Students from Oklahoma Wing, Cadet 2nd Lt. Steven Moran, Cadet Captain Kurt LeVan, Cadet Chief Master Sergeant Andrew Blackwelder and Cadet 2nd Lt. Josh Sutherland arrive at National Powered Flight Academy.

Southwest Region Powered Flight Academy

by 2nd Lt. Kathy Sexton, CAP, Oklahoma Wing

SHAWNEE, Okla. – During June 17-26, 2016, this normally quiet town played host to Southwest Region’s Powered Flight Academy, a Civil Air Patrol National Cadet Special Activity. First-time Activity Director Maj. Bill Rowden and his wife Maj. Robin Rowden planned the activity for several months and were successful in safely meeting all time, academic and hands-on requirements.

Eighteen cadets from all over the United States and one from a U.S. military base in Germany flew Civil Air Patrol Cessna 172s with CAP instructor pilots.

Participants in powered flight academies receive 10 hours of hands-on flight-time learning the basics of flying a powered aircraft (Cessna 172), and then switch over to the back seat in order to fly as observers when their student partner is receiving the same instruction. In addition, they receive approximately 25 hours of ground instruction.





Above: Cadet 2nd Lt. Steven Moran of Oklahoma Wing receives his water initiation from Wingmen Cadet Chief Master Sgt. Andrew Blackwelder, Oklahoma, and Cadet 2nd Lt. James Downing, New Mexico. Their instructor pilot, Capt. Troy Chaddon of Oklahoma Wing, looks on. Moran's shirt is cut out following a tradition from early aviation days of open-cockpit flying, when the instructor would have to pull on the student's shirttail in order to communicate direction turns. When the student completed the first solo flight, his shirttail was cut, denoting that he no longer needed it for direction.

"I am amazed at these teenagers that show up with very little aviation knowledge and, six days later, are actually flying an airplane by themselves," said CAP Capt. Charles Ewers, one of the instructor pilots. "It restores my faith in the future."

Earlier in the week a special visitor, USAF Maj. Dustin Ripley, stopped by to visit with the directors and talk to Oklahoma Wing Commander Col. Dale Newell, who was also visiting with staff members and cadets. Ripley is a Prague, Okla. native who is a CAP liaison with the U.S. Air Force. He trains students in advanced flying fundamentals in the Northrop T-38C Talon, the U. S. Air Force's primary supersonic fighter trainer.

"Oklahoma flying has been very educational," said Cadet Maj. Luke Gorham a member of Tennessee Wing. "Weather-wise we have had to deal with heat, wind and humidity. The experience has been incredible and the instruction the best."

Cadets and staff members are up for breakfast at 6:30 every morning. Flight training then runs for the next three hours. After lunch, avoiding the heat of the Oklahoma summer days, cadets participate in ground school for three hours, where they must pass a written exam before they will be allowed to solo. Cadet students return to the Shawnee Airport for more flight time after dinner, taking advantage of the cooler early-evening hours.



Left: Five of the six National Powered Flight Academy cadets from Oklahoma completed their solos this week. From left front row are: Cadet 2nd Lt. Adama Mbaye from Stillwater, Cadet 2nd Lt. Josh Sutherland from Starbase Squadron in Tulsa, Cadet Captain Kurt LeVan from Broken Arrow. Back row: Cadet 2nd Lt. Steven Moran, Starbase Squadron, Cadet Chief Master Sergeant Andrew Blackwelder from Gordon Cooper Squadron in Shawnee and Cadet Master Sgt. Shelby Siegmann from Starbase Squadron in Tulsa.

Below: Maj. Charles Ewers of Oklahoma Wing was an effective instructor with his ground school lessons. Sitting are (L-R) Cadet 2nd Lt. Jacob Bass of Louisiana, Cadet Maj. Yavier Couto of Florida, Cadet Capt. Kurt LeVan of Oklahoma and Cadet Maj Rachel Donnelly of West Virginia.

Once an instructor approves a cadet for solo flight, the cadet must go through a phase check with another instructor pilot. Only with the latter's approval will the cadet be cleared for the first solo flight.

The first time a student pilot takes to the air alone in the airplane includes taking off, flying a traffic pattern and landing successfully on the same runway. When the cadet lands the airplane, the instructor pilot meets the plane after engine stop and congratulates the student. The student pilot is then taken to the front of the academy where cutting the shirt off the student's back is followed by a thorough dousing of water poured all over the student at the hands of the instructor pilot and wingman as a rite of passage.

In American aviation lore, the traditional removal of a new pilot's shirt tail is a sign of the instructor's new confidence in the student after successful completion of the first solo flight. In the days of tandem trainers, the student sat in the front seat, with the instructor behind, both sitting at the controls in open cockpits.

As in those early days of aviation most often no radios were available to the pilots, the instructor would tug on the student pilot's shirttail to get the student's attention, and then yell needed instructions in the student's ear so as to be heard over the engine's noise and propeller wind wash. A successful first solo flight is an indication that the student can fly without the instructor. Hence, there was no longer any need for the shirt tail, and it was cut off by the instructor who sometimes liked to display it as a trophy.

"Being at Flight Academy is a dream come true," said Cadet 2nd Lt. Steven Moran, a member of Oklahoma Wing. "I have always wanted to fly, so the last ten days have been amazing."

The academy wraps up with an awards banquet where cadets who earned their solo wings will be recognized. 🏆





Top: (L-R) Gen Terrence R. Dake, USMC (retired); Cadet Col. Robby Jeffries, and 115th Composite Commander Maj. Charles Rine, CAP. (Photos this page: Maj. Jon VerHoeven, CAP)

Below: Tradition at the 115th CS: The previous Spaatz Cadet presents a shadowbox to the new Spaatz Cadet. (L-R) USMA Cadet Benjamin Parmer and Cadet Col. Robby Jeffries, CAP.

Arkansas Wing's Newest General Carl A. Spaatz Award Recipient

by Maj. Charles Rine, Maj. Maynard Monson, Maj. Rob Jeffries, and Capt. Jerome Grots, Arkansas Wing

ROGERS, Ark. – On June 28, 2016, Cadet Col. Robby E. Jeffries received the General Carl A. Spaatz Award in a ceremony held at Arkansas Wing's 115th Composite Squadron. Jeffries, 16, was presented Spaatz Award #2042 by General Terrence Dake, USMC (retired).

The squadron's "Nighthawk" Color Guard opened the proceedings with a posting of the colors as local talent Raquel King sang an *a capella* rendition of the National Anthem, followed with an invocation by Chaplain Maj. Gene Jeffries.



Right: (L-R) Gen. Terrence R. Dake, USMC, (retired); SWR Vice Commander Col. Joe Smith; SWR Chief of Staff Lt. Col. Harriet Smith; Arkansas Wing Commander Col. Arthur Formanek; and; 115th Composite Squadron Commander Maj. Charles Rine. (Photos this page: Mr. Nathan Tuel)

Below: Presentation of the Gen Carl A. Spaatz Award L-R) Gen. Terrence R. Dake, USMC (retired) presents the Gen Carl A. Spaatz Award Certificate to Cadet Col. Robby Jeffries; Squadron Commander Maj. Charles Rine observes.



Gen. Dake's well-received keynote speech was accompanied by a letter of congratulation from Arkansas Governor Asa Hutchinson, presented by Deputy Commanding General Brig. Gen. Troy Galloway, US Army's Combined Arms Center, Fort Leavenworth, Kansas. The former commander of Walter Reed Army Hospital Maj. Gen. Harold Timboe, US Army (retired), sent a personal note of congratulations, having been presenter for the 115th's previous Spaatz recipient, 2nd-year West Point Cadet Benjamin Parmer. Kathryn Gough, from the US Senator for Arkansas John Boozman's office, and Jeff Thacker, representing Arkansas 3rd District Congressman Steve Womack, conferred additional accolades from their

respective legislators. Capt. Jerome Grotts, Deputy Commander for Seniors at the 115th, served as Master of Ceremonies, and on behalf of Rogers Mayor Greg Hines proclaimed June 28, 2016, "Cadet Colonel Robby Jeffries Day."

Southwest Region's Vice Commander East Col. Joe Smith and Chief of Staff Lt. Col. Harriet Smith were present to congratulate Cadet Jeffries on behalf of Region Commander Col. Mark Smith. They announced that the 115th Composite would soon receive the Southwest Region's "Squadron of Distinction" award at the Arkansas Wing Conference, and the "National Squadron of Distinction" award at the National Conference.





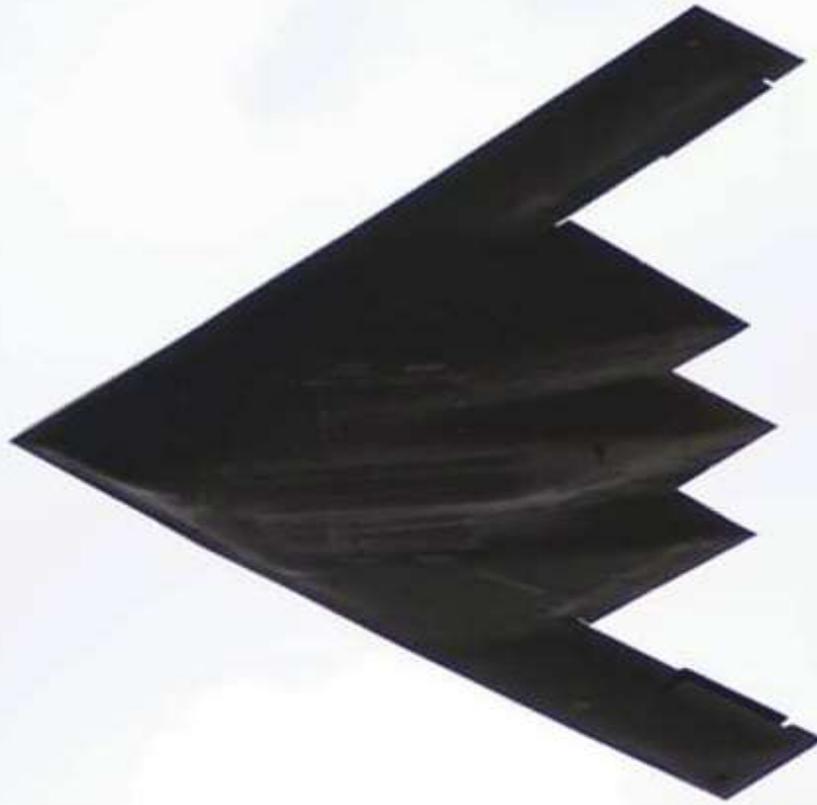
Above: (L-R) Cadet Col. Robby Jeffries receives the Spaatz Challenge Coin from Capt. Jeffrey D. VerHoeven (Photo: Maj. Jon VerHoeven, CAP)

Lt. Col. Charles Bishop, Arkansas Wing logistics officer and the first Spaatz Award recipient from Arkansas Wing (#219 June 1, 1973), was joined by three additional Spaatz recipients from the 115th to celebrate with Cadet Jeffries: CAP Maj. Jonathan VerHoeven (#1528) and CAP Capt. Jeffrey VerHoeven (#1772), who are brothers and also cousins of Cadet Jeffries, and West Point Cadet Benjamin Parmer (#1956). Five of Arkansas Wing's twenty Spaatz Award recipients were present. Cadet Jeffries is the fifth Spaatz recipient from the 115th Composite Squadron since its formation in September, 1993. In keeping with 115th squadron tradition, the most recent Spaatz Cadet (Parmer) presented the new Spaatz Cadet (Jeffries) with a shadowbox containing his awards, decorations, insignia, patches, and an American flag.

"Awareness, decisiveness, empathy, accountability, self-confidence, optimism, honesty, focus and inspiration are qualities of a good leader, and I see all these qualities in Cadet Jeffries," said Squadron Commander Maj. Charles Rine, soon-to-be recipient of the F. Ward Reilly Leadership Award for service to the 115th Composite Squadron.

"Cadet Jeffries' Spaatz achievement is only the beginning for his life accomplishments. He sets a great example for all of us in the Arkansas Wing," said Arkansas Wing Commander Col. Arthur R. Formanek.

Cadet Col. Jeffries will continue to serve as cadet commander of the 115th Composite Squadron and chairman of the Southwest Region Cadet Advisory Council, as well as Southwest Region's representative on the National Cadet Advisory Council. Jeffries is home-schooled while attending classes at Northwest Arkansas Community College. He is the son of CAP Maj. Rob Jeffries, 115th Composite Squadron medical officer, and Mrs. Valarie Jeffries, and grandson to 115th Composite Squadron Chaplain Maj. Gene Jeffries. 🇺🇸



Top: The Air Force's B-2 "Spirit" stealth bomber performs for spectators. *(Photo: 1st Lt. Steven A. Lindquist, CAP)*

New Mexico Air Show Goes on, Despite Thunderbirds Crash

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – Not even the cancellation of performances by the Air Force's Thunderbirds precision flying team could keep Kirtland Air Force Base from celebrating its 75th anniversary at its Air Show and Open House, held over the weekend of June 4-5, 2016.

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Right: Spectators gather around New Mexico Wing's glider. (Photo: Col. Mike Lee, CAP)

Below: Cadet Staff Sgt. Tyler J. Tourtel and 2nd Lt. Michael R. Saul help man the recruiting booth. (Photo: Lt. Col. Jay T. Tourtel, CAP)

The Thunderbirds, who were scheduled to perform at the air show, abruptly canceled their performance after on June 2 the pilot of Thunderbird 6, Maj. Alex Turner, was forced to eject over a field near Colorado Springs, Colo., after executing a flyover at commencement exercises at the United States Air Force Academy.

The aircraft landed upright but with a broken nose, and Turner walked away from the crash. As a result of the Air Force having started an investigation, all future performances were suspended until further notice.

New Mexico Wing had static displays of their Cessna 182, Gippsland GA-8 and their glider, for the public to see hands-on how Civil Air Patrol aircraft work.

"It's wonderful to celebrate the 75th anniversary of Kirtland Air Force Base and Civil Air Patrol, and we enjoy the privilege of meeting on the base, where we have also been for 75 years," said New Mexico Wing commander Col. Mike Lee.

Cadets and senior members also manned a recruiting booth, to make the general public

aware of Civil Air Patrol and its missions.

Kirtland Air Force Base was founded on April 1, 1941, only eight months before Civil Air Patrol was created on Dec. 1 of that year. The year-long celebration at Kirtland also marks the 50th anniversary of the 377th Air Base Wing, the 25th anniversary of the 58th Special Operations Wing, and the 10th anniversary of the Air Force Nuclear Weapons Center. 🇺🇸





Top: A highlight of every USAF Thunderbirds performance is the signature "bomb burst" maneuver. (Photos: 2nd Lt. Margot Myers, CAP)

Arizona Wing Participates in the Luke Days Air Show

by Lt. Col. Peter Feltz, CAP, Arizona Wing

PHOENIX – On April 2-3, 2016, Luke Air Force Base staged an air show to celebrate 75 Years of Airpower. Coincidentally, the Civil Air Patrol is also celebrating its 75th Anniversary this year.

There was a lot of preparation for the CAP participation, mostly because of tighter security for gate entrance. Southwest Region Cadet Activities Officer Maj. Matt Fields was both the project officer and Arizona Wing's primary point of contact between CAP and Luke AFB.

Thirty-two CAP senior members and 87 cadets signed up to participate in this activity from Friday to Sunday. Some of the participants stayed on base overnight and had their breakfast and dinner in the Luke Dining Facility. Arizona Wing provided lunch both days at the activity headquarters.

CAP activities were divided into three sections: static displays, the Aerospace Education exhibit, and cadet participation in assisting the installation.



Above: Eighty-seven cadets from across Arizona volunteered to work at the Luke AFB Air Show. Organized into flights led by cadet officers, many had the opportunity of working alongside fellow cadets whom they might have met for the first time at this event.

Below: Lt. Col. Dave Mickle, CAP, Safety Officer for Composite Squadron 388 in Glendale, Ariz., talks to visitors about CAP's mission and the Cessna 182 aircraft assigned to the squadron.

There were two CAP aircraft on static display: a Cessna 206 from Scottsdale Squadron 314 and a Cessna 182 from Glendale Composite Squadron 388. Cadets from several squadrons assisted the Civil Engineering group by emptying trash receptacles throughout the airshow area.

The Ariz. Wing Aerospace Education Exhibit was set up in a tent in an area also featuring displays from many other organizations. This year's AE display consisted of materials from the Aerospace Education program as well as Lt Col Fred "Fritz" Seifritz's items. Many of the cadets



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took advantage of the shade to assemble while performing their tasks. They were also helpful in setting up and taking down the exhibit.

As in past years, the air show drew a big crowd, as there was no entrance fee and entire families attended the event for the displays and the aerobatics.

This airshow was also the first public demonstration at Luke AFB of the F-35 Lightning II, a single-seat, single-engine, all-weather, stealth multi-role fighter. Also known as the Joint Strike Fighter, the F-35 combines advanced stealth with fighter speed and agility. Three variants of the F-35 will replace legacy fighter, strike, and ground attack aircraft for the U.S. Air Force, the U.S. Navy, the U.S. Marine Corps, and 10 other countries around the world.

It was particularly interesting when an F-35 did a fly-by in formation with a P-38 Lightning I, a World War II-era, propeller-driven aircraft with distinctive twin booms and a single, central nacelle containing the cockpit and armament. According to the P-38 National Association website, "the P-38 was not just a fighter, although it was the fighter of choice for many pilots, including the top 'Aces' of the war. But, the P-38 was so versatile, it could also be a bomber (carrying high explosive and incendiary bomb loads), a photo reconnaissance plane, and a state-of-the-art radar escort."

For many spectators, the highlight of the airshow was the appearance of the Air Force Thunderbirds. This precision flying team originated at Luke AFB and their return for the airshow is always a main attraction. The "Delta Burst" is always a crowd-pleasing maneuver.

The weather was warm and sunny with light winds. It is estimated that about 300,000 people attended the show over Saturday and Sunday. There was a good amount of traffic at the recruitment booth for Aerospace Education membership and full CAP membership. Most of the CAP traffic was for cadets.

The two static displays also drew a big crowd, even though they were dwarfed by larger military aircraft parked nearby. With CAP's special emphasis this year on recruiting and retention, events like the Luke AFB Airshow are a great opportunity to spread the word about CAP and encourage new people to become members.

At show's end, the event had been very well attended for both the Air Force and CAP. 🇺🇸

Below: Static display: Two Arizona Wing aircraft were on display during the Luke AFB Open House -- a Cessna 182 from Glendale Composite Squadron 388 and a Cessna 206 from Scottsdale Senior Squadron 314. Though they were dwarfed by the military aircraft parked nearby, they drew a crowd of curious visitors.





Arkansas Wing Participates in ADEM Tabletop Exercise

by Capt. Brad Kidder, CAP, Arkansas Wing

NORTH LITTLE ROCK, Ark. – On April 20-21, 2016, Arkansas Wing participated in the 2016 "Rehearsal of Concept Tabletop Exercise" hosted by the Arkansas Department of Emergency Management (ADEM) at Camp Robinson, Ark. This annual exercise brings government agencies and private sector entities together for an examination of disaster response procedures and collaboration for best practices.

This year's exercise hypothetically assumed a major earthquake in the New Madrid Seismic Zone of northeast Arkansas. The initial 24-hour stand-up, followed by staging and employment of assets, went into a long-term, sustained recovery exercise implemented in a time-based sequence of activities to allow each organization to make an objective assessment of their individual effort as it applied to the overall response. Determining strengths and deficits, reducing duplication of resources and mission conflicts, and tuning efficient application of resources are components of ADEM's goal to effectively execute a comprehensive disaster response.

Civil Air Patrol is able to accommodate a diverse array of requests from ADEM's 15 emergency support functions. Aerial surveys, photography and reconnaissance, ground- and airborne-communications networks and repeaters, ground teams, and transportation of vital supplies and personnel are all familiar territory for CAP's fleet of aircraft and highly trained volunteer members.

"Every year, we find ways to improve our current response plans, and every year we learn something new," said Lt. Col. Bobby Allison, Arkansas Wing's Director of operations. In his capacity as Emergency Management Liaison to ADEM, he is responsible for keeping CAP's capabilities in the forefront of response plans statewide, at virtually every level of organization. The end result is that ADEM knows CAP to be a valued mission partner.

Arkansas Wing enjoys healthy relationships with the Federal Emergency Management Agency, ADEM, the US Air Force and Air National Guard, as well as state and local law enforcement. CAP volunteer members have consistently demonstrated efficient response and quality mission deliverables. As a result, Arkansas Wing stands ready to provide mission support at all times, working as a team with partner agencies in ADEM's disaster response plan. 🇺🇸



Left: Cadets participate on Aerospace Education activities. (Photos: Capt. Joshua Bass)

Below: Capt. Kiper at Honeywell.

Louisiana Wing Officer is CAP's 2016 National Aerospace Teacher of the Year

by Capt. Joshua Bass, CAP, Louisiana Wing

BARKSDALE AFB, La. – Barksdale Composite Squadron's Aerospace Officer Capt. Spencer Kiper has been honored as the National Awardee of CAP's

Aerospace Education Teacher of the Year. A congratulatory letter from National Commander Maj. Gen. Joseph R. Vazquez read, "Being singled out as the most outstanding aerospace education teacher in Civil Air Patrol should make you exceptionally proud. The selection process was based upon your numerous achievements in the classroom and favorable recognition by the Civil Air Patrol Commanders in the Southwest Region." When asked about the honor, Capt. Kiper said, "CAP has become such an integral part of my professional and personal life, that to represent our squadron, wing and CAP at the national level is a dream come true!"

In the squadron, Capt. Kiper gets results. His innovative approaches to CAP programs has shown consistent excellence. Projects such as STEM (Science, Technology, Engineering, and Mathematics) Kits from Cadet Programs, Model Rocketry, Tissue Paper Hot Air Balloons, Gliders, Robots, Space Exploration, and others have seen aerospace nightly attendance triple since he assumed this critical staff assignment. He integrated cadet activities into instruction and planning as well as improving cadet staff leadership skills, engaging the entire flight in lessons. While in the past, aerospace scores on promotion testing within the squadron had been low, Capt. Kiper has helped raise them by successfully integrating Aerospace Dimensions instruction into his lesson plans for the cadets each month.

As an 8th Grade STEM Teacher at Elm Grove Middle School in Bossier City, La., Capt. Kiper has received many awards and honors. This year alone, he was selected as The Air Force Association's Teacher of the Year. He was also selected as one of 27 educators from around the world to participate in the prestigious Space Foundation Teacher Liaison program. In addition, he led the robotics team at Elm Grove Middle School to capture the title of 2015-16 Grand Champions of the Regional Autonomous Robotics Circuit for the Middle School division.

Capt. Kiper spent his most recent two summers at the Honeywell Space Academy for Educators, where he is working as an Educator Crew Trainer at the U.S. Space and Rocket Center in Huntsville, Ala. There he delivers STEM and Space professional development to nearly 400 teachers from around the world. He then shares his experiences with the community and squadron year-round. His teaching and influence have resulted in cadet winners of The Gertrude Beauford Memorial Scholarship to Space Camp, offered to one outstanding Louisiana Wing cadet each year.

Through his dedication and leadership, he helps CAP develop dynamic young Americans. By having a gift for being able to keep young minds focused and engaged in aerospace education, he has furthered this primary mission and honored the oath of membership, setting the example for others to follow. 🇺🇸





Top: (L-R) Cadet Senior Airman John T. Nichols receives the award for Outstanding Essay from Daughters of the American Revolution Chapter Regent Patricia French Barger, at the State Awards Luncheon in April, 2016. (Photo: 2nd Lt. Carissa N. Nichols, CAP)

New Mexico Wing Cadet Wins DAR Essay Contest

by 2nd Lt. Carissa N. Nichols, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On April 2, 2016, Cadet Senior Airman John T. Nichols, a member of the Albuquerque Heights “Spirit” Composite Squadron, won the American History Essay Contest held by the National Society of the Daughters of the American Revolution’s 96th Annual State Conference, at the Sheraton Uptown Hotel, located in Albuquerque.

Cadet Nichols was invited to read his essay, “A Colonial Family’s reaction to the Stamp Act,” before the attendees of the conference at the DAR’s Awards Luncheon. Nichols was congratulated on his work by DAR State Regent Gemora Moore Canon and Southeast District Director Pam Wallace. His essay will now be judged at the Region level.

Cadet Nichols had been notified by letter last January that his essay had been selected as the DAR’s Lew Wallace Chapter’s outstanding essay for seventh grade students. Chapter Regent Patricia French Barger presented Nichols with a chapter-level award.

Nichols has been a member of CAP and the squadron since July, 2015. 🇺🇸



Top: A CAP pilot prepares to take off from the Alpine-Casparis Municipal Airport in Alpine, Texas. (Photos: Lt. Col. Johanna O. Augustine)

Below: Incident Commander Maj. George V. Otto from Kerrville Composite Squadron welcomes participants to the Texas Wing Mountain Search and Rescue Exercise in Alpine.

Texas Wing Conducts Mountain Search and Rescue Exercise

by Lt. Col. Johanna O. Augustine, CAP, Texas Wing

ALPINE, Texas – To account for the wide range of landscapes in Texas, the coastline of the Gulf of Mexico to the plains of the Panhandle, Civil Air Patrol pilots in Texas must learn how to fly over terrain from sea level to the highest elevation of 8,751 ft. in the Guadalupe Mountains.

Flying at a higher elevation with mountains and canyons not far below can put rescue pilots in as much danger as the person or aircraft they are looking for, so it is important that aircrews train where they might need to search.

“Flying the mountainous terrain contains a significant number of issues that we do not encounter on the flat lands,” said Maj. George V. Otto, incident commander. “While we don’t get called to conduct missions in the mountains frequently, if we are going to be prepared for such missions, we must maintain our proficiencies to enable us to handle all our missions safely.”

Each year since 1975, Texas Wing pilots have headed to the Davis Mountains for the Mountain Search and Rescue Exercise for training in safe mountain flying techniques, en-route navigation and visual terrain search. Also, aircrews and staff personnel get a chance to train in this unique environment.





Left: (L-R) Lt. Col. Don R. Fisher, Baytown Senior Squadron, is the safety pilot for 2nd Lt. Mark C. Chin, 441st Composite Squadron, who pilots the aircraft on his initial mountain certification flight.

Below: Maj. Jan R. Wagner, Bexar County Senior Squadron, refuels the aircraft after returning from a flight.

Pilots from around the wing attended the

annual exercise in Alpine from April 29 to May 1, 2016, to either receive initial training for their mountain flying certification or to renew their certification. Initial training consists of online lessons that must have been completed before arriving, as well as four hours of classroom instruction on Saturday morning and a check ride that afternoon.

Maj. Otto was pleased with the outcome of this year's exercise. "For those that were able to attend the training, we accomplished everything we set out to do. All who came for initial training completed their qualification – classroom and flying. For those who came to requalify, all were requalified."

The number of participants and aircraft that were available were down from previous years, but not due to lack of interest. Severe weather on the eastern side of the state from Dallas to Houston kept many volunteers from attending the exercise.

According to Maj. Otto, almost the same number of initial trainees participated as they did last year, but there were fewer mountain qualified participants and fewer aircraft available, so this presented a logistical challenge.

Another challenge was the lack of enough Cessna 172s. "We have a lot of pilots in Texas who are only qualified in the C-172," said Otto. "Thus having a limited number of aircraft for all the training made scheduling difficult."

Challenges aside, the weekend exercise was able to recertify 3 pilots and 8 received their initial certification. Second Lt. Mark Chin was one of the pilots who earned his initial certification.

"I found it to be a rewarding experience," said 2nd Lt. Chin from the 441st Composite Squadron "given the headaches caused by the changeable spring weather and the recent floods in Houston." He hopes to return next year and be a safety pilot training the next generation of mission pilots.

Even though the focus is on flying, aircrews and support staff also spent the weekend training. An aircrew flew highbird continuously throughout the day to provide uninterrupted enhanced communications between the pilots and the airport.

Air operation branch directors, mission radio operators, mission staff assistants, observers, planning section chiefs, safety officer, safety pilots and scanners, all play an integral part in making sure the pilots receive the best and safest training possible. 📱





Top: At the opening general session in the Thunderbird School of Global Management auditorium, near front row (L-R) Ariz. Wing's Director of Personnel Maj. Allen Young and Vice Commander Lt. Col. Heather Muehleisen, New Mexico Wing Commander Col. Mike Lee, and Southwest Region Commander Col. Mark Smith. (Photo: 2nd Lt. Margot Myers, CAP)

Below: National Headquarters Director of Operations Lt Col John Desmarais was the first speaker at the Arizona Wing Conference. (Photo: Col. Gil Day.)

Arizona Wing Conference Focused on CAP 75th Anniversary, Recruiting and Retention

by 2nd Lt. Margot Myers, CAP, Arizona Wing

GLENDALE, Ariz. – During June 17-19, the 2016 Arizona Wing Conference took place at the Thunderbird School of Global Management. In spite of the heat, nearly 160 senior members, cadets, and special guests attended the annual event.

A Friday evening mixer provided a chance to reconnect with long-time friends and colleagues as well as meet new members. Cadets from Deer Valley Composite Squadron 302 presented the colors as the conference got underway on Saturday morning in the auditorium.

Master of Ceremonies 2nd Lt. Gordon Helm welcomed Lt. Col. John Desmarais, NHQ Director of Operations, as the first speaker. Desmarais discussed a variety of cadet programs, including STEM initiatives that reach about 25,000 cadets each year; more than 45 National Cadet Special Activities conducted each year to inspire cadets to pursue a variety of career options; and the CyberPatriot competition.

Turning to aerospace education, Desmarais said that Aerospace Connections in Education (ACE) touches the lives of almost 20,000 children from kindergarten to sixth grade in 34 states.





Above: (L-R) Guest Speaker Col. Gale Halvorsen in WW II CAP uniform, Arizona Wing Commander Col. Martha Morris and Southwest Region Commander Col. Mark Smith after Halvorsen's presentation. (Photo: Col. Gil Day.)

In fulfilling its Emergency Services mission in 2015, CAP performed more than 860 search and rescue missions and was credited with saving 69 lives. So far this fiscal year, CAP has supported more than 640 missions and saved 55 lives.

Looking toward the future, Desmarais described upcoming changes to the professional development process. He challenged the audience to take advantage of CAP's 75th anniversary to increase public awareness of CAP and bolster both recruiting and retention.

Southwest Region (SWR) Commander Col. Mark Smith, reiterated the need to develop and execute an effective, region-wide recruiting and retention program. Enhancing the volunteer experience will help in this regard; one aspect of this is overhauling CAP regulations, another is to focus on leadership development. Quoting CAP National Commander Maj. Gen. Joseph R. Vasquez, Smith said, "Anything we do must be good for the member and good for the mission."

Smith said that he expects SWR to be the leader in seeking institutional excellence through professionalism for aircrews, superior professional development, and leadership training and mentoring. He also spoke about the need to actively seek new missions and customers.

Arizona Wing Commander Col. Martha Morris took a look back at, "Our rich heritage, our need to build on that heritage today and work toward an even stronger tomorrow." Morris said that CAP's 75th anniversary "provides a unique opportunity to increase visibility, to help foster community support and goodwill."

Morris mentioned the need for the organization to "sell" itself in the communities, helping people understand the scope and value of the services CAP provides as professional volunteers. She recommended that every member have ready a 30-second short speech highlighting a few basic points about CAP – who CAP is and what CAP does.

Morris noted that she focused on CAP's 75th anniversary and the use of the 30-second short speech because they are key elements to having a successful future. "Those two elements will help us improve greatly on recruiting new members and retaining the members we now have," Morris said. "We need to become more skilled, more professional, with more tools to be more effective in recruiting new members," she said. "And we also need to focus on why our volunteers stay, and why they leave." Morris shared a variety of reasons why people join CAP, including flight opportunities and a desire to perform community service. The number one reason people leave is lack of professional leadership. "While recruitment is a continuing commitment that needs constant attention, it is something we can all do well. Retention has proven harder to accomplish," she said, and encouraged members to attend a breakout session on this subject scheduled for later in the day.

The opening general session concluded with the presentation of some awards and a discussion of 75th Anniversary promotional activities.

Breakout sessions filled the remainder of the day, providing in-depth information on a variety of topics including: recruiting and retention, aerospace education/STEM, Drug Demand Reduction and character development, emergency services, preparing for subordinate unit inspections and the upcoming Wing compliance inspection, and mission support functions (finance, public affairs, professional development, and so on). A Cadet Advisory Council meeting also took place in the afternoon.

The dinner banquet featured the presentation of some major awards but the highlight of the evening was the speech by Col. Gail Halvorsen, USAF Retired. Still eloquent at 95, Halvorsen captured attendees with the story of how he came to be known as the "Candy Bomber."

In 1948, in answer to the Soviet Union blockade of all ground communications to West Berlin, Allied Forces undertook the Berlin Airlift to supply the needs of more than 2 million West Berliners with food, water, fuel, and necessities. Approximately 4,500 tons of supplies were air-dropped daily to keep residents of the war-torn city alive.

Halvorsen, flying the C-54 Skymaster, encountered a group of 30 German children along the airport fence while waiting for his plane to be unloaded. He had nothing to share with them but two sticks of gum, which they carefully divided amongst the large group. He promised to return with candy and told the children he would wiggle his wings so they would know he was about to make a drop especially for them. Candy rations were collected from fellow soldiers and small parachutes fashioned from handkerchiefs to enable the candy "bombs." What started as an unofficial effort by Halvorsen and his fellow pilots became a movement, involving donations of candy from both private citizens and candy manufacturers. "My experience on the Airlift taught me that gratitude, hope, and service before self can bring happiness to the soul when the opposite brings despair."

Following his presentation, Morris presented Halvorsen with a set of commemorative World War II-issue CAP Pilot Wings along with other mementos. Halvorsen was thrilled with the wings, saying that before coming to the conference he had searched for, but not found his CAP mission pilot wings.

In a follow-up message to Morris, Halvorsen wrote that he was, "still aglow from the events you, the staff and the cadets arranged for me. Your young men and women and their aircraft brought back wonderful memories of my days in the Civil Air Patrol and flying the CAP missions at the beginning of World War II.

"The future of America is bright because of our younger generation. They are the future leaders of our country. Your outstanding cadets and leadership corps will be well prepared to fill their leadership assignments," Halvorsen wrote.

Having taken a look back and a look forward during the conference, Morris summarized her thoughts at the Commander's Call that concluded the conference on Sunday morning. "If you don't know where you're going, you will never get to where you want to go." Morris said that Arizona Wing is ready to move forward. 🇺🇸



Left: Brig. Gen. Andrew E. Salas administers the commissioning oath to Lt. Eckert. (All photos: Capt. Karen Barela, CAP)

Below Right: (L-R) Gen. Salas, Lt. Eckert's father, ANG Chief Master Sgt. (and CAP Maj.) Michael E. Eckert, Lt. Eckert, and his mother Shannon

Bottom: Fellow Spirit alumna USAF 2nd Lt. Jaclin D. "Dakota" Sidden congratulates the newly-commissioned lieutenant.

Former Spirit Cadet Receives Lieutenant's Commission

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N. M. – On May 13, 2016, former Albuquerque Heights "Spirit" Squadron cadet Michael R. "Ryan" Eckert received his commission as a second lieutenant in the United States Air Force at a commissioning ceremony held at the University of New Mexico. Eckert was sworn in by Brig. Gen. Andrew E. Salas, New Mexico Air National Guard Adjutant General.

On hand to congratulate the newly-commissioned lieutenant was his friend and fellow Spirit alumna, 2nd Lt. Jaclin D. "Dakota" Sidden, who had received her Air Force commission at UNM the year before. Lt. Eckert received his first salute from his father, ANG Chief Master Sgt. (and CAP Maj.) Michael E. Eckert, Spirit Squadron's deputy



commander. Afterwards, he posed for a photo with his family and Gen. Salas.

Eckert is one of seven former cadets from Spirit Squadron who have gone through officer training at either one of the service academies or through ROTC.

The first, 2nd Lt. Haley Barela, graduated from the Air Force Academy in 2015, the same year as Sidden. Cadet Nicholas R. Martin is starting his third year at the Air Force Academy, while cadets Bailey E. Little and Joel Montoya are starting their second. And Cadet Ella C. Freimanis was appointed to the Merchant Marine Academy in 2015. 🇺🇸





Top: (L-R) Cadet Capt. Kurt LeVan and Rep. Jim Bridenstine. The congressman took time from his busy schedule to speak to members of the Broken Arrow Composite Squadron.

U.S. Rep. Bridenstine Visits Broken Arrow Composite Squadron

by 2nd Lt. Kathy Sexton, CAP, Oklahoma Wing

BROKEN ARROW, Okla. – Last April, 2016, an Oklahoma Wing cadet attended a Medal of Honor ceremony in Tulsa as a color guard commander for the program. Rep. Jim Bridenstine (R) from Oklahoma’s first congressional district was the guest speaker at the event.

After listening to the congressman’s speech, Cadet Capt. Kurt LeVan, cadet commander of the Broken Arrow Composite Squadron, introduced himself to the congressman. They talked for several minutes about Bridenstine’s military background and his membership in the Oklahoma Air National Guard.

Bridenstine took time to listen to LeVan’s questions and encouraged him to consider a military future. They exchanged contact information so Bridenstine could text LeVan’s phone number to his chief of staff, who would be able to provide the cadet with a contact for the Oklahoma Air

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National Guard. Several hours later, LeVan received that information and texted back his appreciation.

A few days later, while putting the final touches on his plans for the following evening's cadet activities during his squadron meeting, LeVan texted the congressman and asked if he would like to talk to his squadron about his military aviation experiences. Bridenstine said he would love to speak to the squadron and gave LeVan an arrival time. Cadet LeVan immediately contacted his squadron commander with the good news.

On May 2, 2016, when Bridenstine and his aide arrived at the meeting, he told the cadets and senior staff of Broken Arrow Composite Squadron a number of stories about his flight training in the U.S. Navy. His training for the F/A-18 Hornet multirole combat jet at the Naval Strike and Air Warfare Center greatly interested the cadets, especially when Bridenstine explained that the Air Warfare Center is the parent command to the Navy Strike Fighter Tactics Instructor Program, informally known as "Top Gun."

He entertained his audience with tales about some landings on the aircraft carrier USS Abraham Lincoln. He is also an Afghanistan veteran, where he flew the E-2C Hawkeye carrier-based all-weather tactical battle management airborne early warning and command and control aircraft.

Bridenstine encouraged all cadets to consider a career in the military, if that is what they want to pursue. He currently serves with the 137th Air Refueling Wing of the Oklahoma Air National Guard. 🇺🇸

Below: (L-F) Cadet Capt. Kurt LeVan with Rep. Jim Bridenstine. The congressman answered many questions posed to him by members of the Broken Arrow Composite Squadron.



Top: (L-R) Cadet Master Sgt. Jansen Bell receives training from Cadet Maj. Zane Phillips as LtCol Loren Ainsworth instructs the rest of the flight.

Below: (L-R) Cadet Academy Arkansas Wing leaders: Cadet Lt. Col. Morgan Joslin (Texas Wing), Cadet Staff Sgt/ Keaton Key, Cadet Chief Master Sgt. Holliegh Amacker, Cadet Capt. Coy Nickerson, Cadet Tech Sgt. Alexis Sims, Cadet Senior Master Sgt. Briston Yarbrough, and Cadet Maj. Zane Phillips.



Local Squadron Hosts Arkansas Wing's First Cadet Leadership Academy

by Cadet Airman Cecily Mobley, CAP, Arkansas Wing.

TEXARKANA, Ark. – During April 22-24, 2016, 19 Civil Air Patrol cadets from across Arkansas and Texas participated in the Texarkana Cadet Leadership Academy (TCLA). The curriculum was designed as an academically-intense interactive study, meant to instill the knowledge and skills that make Civil Air Patrol leaders members of the cadet corps. Of specific focus are leadership, followership, and Civil Air Patrol regulations. The academy included both an Airman Leadership School (ALS) and a Non-Commissioned Officer Academy (NCOA).

Academy Commander Lt. Col. Loren Ainsworth (who also commands the 95th Composite Squadron) said, "...I consider TCLA to be a total success. We graduated four from the NCO Academy and nine from the Airman Leadership School. We had tremendous help from the Sulphur Springs Squadron, Texas Wing, who provided not only an experienced instructor, but several students as well. Thanks also to the Rogers and Russellville squadrons for their instructor and students. Our local staff of senior members and cadets learned a great deal and proved that we can provide excellent training here in the Arkansas Wing. We also owe many thanks to the Arkansas Army National Guard for the use of their armory as well as several local businesses who helped us feed everyone during the weekend."

The Texarkana Cadet Leadership Academy was the first event of its kind to be held by the

Arkansas Wing. Students practiced correct wear of the uniform, public speaking, essay writing, and, physical training. Participating cadets will be able to put their knowledge to use at summer CAP activities, including the 2016 Arkansas Wing Encampment and Texas Wing's 2016 Summer Encampment.

Arkansas Army National Guard's Co B/1-153 Infantry Regiment representatives were so impressed with the Leadership Academy's success that they presented the 95th CS with the regiment's latest deployment flag. This mission-worn and tattered flag serves as the backdrop for the photo above. "The 95th is honored to have receive such a gift," said Lt. Col. Ainsworth. 🇺🇸





Above: As the squadron received its CERT certificates at the June 14, 2016 meeting, (L-R) Socorro County Emergency Manager Fred Hollis, Mr. Adrian Morris from Socorro General Hospital, Socorro Composite Squadron Commander Maj. Dennis Hunter, 2nd Lt. Heather Kathrein, Socorro County Fire Marshal Mark Mercer, 2nd Lt. Mike Worley, Lt. Col. David Finley, Capt. David Pepitone, Cadet Airman Nicholas Torres, 2nd Lt. Frank Kurtnaker, Cadet Airman Wyatt Kurtnaker Cadet Senior Master Sgt. Alexander Torres and Socorro County Emergency Management Technician Kathryn Cory,. (Photo: Courtesy of Ms. Delilah Walsh)

New Mexico Wing Squadron Becomes County's First CERT Team

by Lt. Col. David G. Finley, CAP, New Mexico Wing

SOCORRO, N.M. – The Socorro Composite Squadron became the first group in Socorro County to complete basic training for the Community Emergency Response Team (CERT) and obtain official certification. The CAP members received their certificates at a meeting of the Socorro County Commission on June 14, 2016.

The CERT program, administered by the Federal Emergency Management Agency (FEMA), helps train volunteers to be better prepared to respond to emergencies in their communities. In an emergency, CERT members can give critical support to first responders, provide immediate assistance to victims, and organize spontaneous volunteers at a disaster site.

CAP members in Socorro completed an extensive training course that was taught by emergency management and medical personnel from Socorro County government, New Mexico Tech (New Mexico Institute of Mining and Technology), and Socorro General Hospital. The curriculum included units on disaster preparedness, fire safety, disaster medical operations, light search and rescue, CERT organization, disaster psychology, and terrorism.

“This was very valuable training, and definitely strengthens our ability to support disaster relief operations,” said, Socorro Composite Squadron Commander Maj. Dennis Hunter. “We gained important knowledge about all types of disasters and how to respond to them.” Hunter added, “I’m proud that our squadron members showed, by completing this course, their dedication and commitment to serving our community.”

The training was presented as part of the squadron’s weekly meetings over the previous few months, and 15 squadron members received CERT certification.

“An additional benefit was that we hosted CERT instructors from other agencies and organizations, and were able to make them more aware of CAP and our capabilities,” Hunter said.

Socorro County Emergency Manager Fred Hollis briefed county commissioners on the program, and Emergency Management Technician Kathryn Cory – who coordinated the CERT training – presented the CAP members with their certificates of completion, as well as a kit of emergency response equipment. 📷



Top: Cadet Tech. Sgt. Alexis Sims shows an airplane's controls to a girl scout. (Photo: Cadet Sr. Airman Cecily Mobley)

Texarkana's 95th Composite Squadron's "Women in Aviation" Seminar

by 2nd Lt. Angie Nickerson, CAP, Arkansas Wing

TEXARKANA, Ark. – On June 9, 2016, the 95th Composite Squadron hosted their 2nd annual "Women in Aviation" seminar at the Tech campus of Southern Arkansas University (SAU), Texarkana Regional Airport. Women from across the aviation industry came to share their experience with more than 50 Girl Scouts and Civil Air Patrol cadets.

Lily Roberts, Assistant Director of the Arkansas Department of Aeronautics, brought the Department's Beechcraft Bonanza for some hands-on excitement, and spoke of the Embry Riddle Aeronautical University's aviation summer camp she attended at the age of 12. Her love for aviation led her to solo-pilot an aircraft for the first time on her 16th birthday. Speaker Katherine Beckham, an FAA-certified airframe and power plant (A&P) specialist and alumna of SAU Tech, spoke of her time as a US Army helicopter maintainer. Learning a viable skill in an industry with a secure and reliable future is both exciting and fulfilling, and a field where good work will always be rewarded. Recent high school graduate Bailee Farland shared her experience with Future Farmers of America (FFA) and the importance of aviation in agriculture. Seed, fertilizer and crop protection products are often applied through aerial application with purpose-built aircraft not uncommon in this part of the world.

The 95th Composite Squadron provided an all-female Color Guard with both CAP and Girl Scout flags. The female cadets led a team-building exercise called "Stranded on the Moon!" wherein the Girl Scout members, leaders and parents came to a consensus on priorities and needs in a survival situation. CAP cadets spoke of Civil Air Patrol's three missions (aerospace education, emergency services, and cadet programs), the Drug Demand Reduction Program, and National Cadet Special Activities.

"This is the best thing I've ever done with the Girl Scouts," said one attendee. The 95th is honored to be party to such inspired words, and is especially grateful for the support of Squadron Commander Lt. Col. Loren Ainsworth, Girl Scout Regional Director Emily Eudy, and Bill Archer from the SAU Tech A&P School. Sharing the excitement of Civil Air Patrol with a fellow organization such as Girl Scouts is enjoyable and beneficial for all involved.

Next year's goal is more hands-on activities with greater Arkansas Wing female cadet participation. Organizers hope this type of event inspires young minds to consider aviation and aerospace when charting a course for their future. 🍷



Top: The encampment top cadet leaders were (L-R) Cadet Executive Officer Cadet Lt. Col. Morgan Brewington, Cadet Commander Cadet Col. Klara Olcott, and Cadet Deputy Commander Cadet Maj. Katie Hamiel. *(All photos Cadet 1st Lt. Mackenzie Mollohan)*

Arizona Wing's Summer Encampment

by Lt. Col. J. Brandon Masangcay, CAP, Arizona Wing

FORT HUACHUCA, Ariz. – During June 4-12, 2016, 83 CAP cadets reported for the 12th Arizona Cadet Training Group (2016 AZWG) Encampment as cadet students. Just days before, 28 cadet members of the cadet cadre and a dozen senior members were on-site to prepare for the cadet students' arrival. The cadet cadre was led by Cadet Col. Klara Olcott, cadet commander; Cadet Maj. Katie Hamiel, deputy cadet commander; and Cadet Lt. Col. Morgan Brewington, cadet executive officer. They assumed responsibility for training their junior

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counterparts. Senior members included Maj. Jerad Hoff, encampment commander; Lt. Col. Richard Shortridge, deputy commander; and Capt. Joanna Moseley, commandant of cadets.

As soon as the cadet students went through the door of Nealis Barracks, they experienced an age-appropriate, military-style training environment while they waited to be in-processed. Their baggage was searched for contraband (meaning unauthorized items). Electronic devices were confiscated for the duration and the cadets received their flight and room assignments. Once all cadets had reported in and were accounted for, they were divided into their respective assigned flights and transported to the main classroom area for an orientation briefing.

After dinner provided by the U.S. Army, the cadet students had time to unpack and square away their areas with their flight leaders' guidance. Finally, they were able to go to bed.



Left: Cadets participated in a variety of team-building and problem-solving exercises on the Leadership Response Course at Fort Huachuca.

Below: While one squadron of cadets tackled the Leadership Response Course, the other squadron was on the Land Navigation Course, learning about map-reading and practicing what they learned.

First Call (or Reveille) sounded at 5:30 a.m. and the cadet students were led outdoors for physical training lasting about 30 minutes. Given time to shower and dress for the day, the cadet students fell in squadron mass formation for accountability. Then it was off to breakfast before the day's classes, which consisted of Aerospace Education and Rocket Building.

Once rocket building had been completed, the cadet students were able to launch their paper rockets outdoors using an air compressor. More classroom instruction filled the afternoon and the cadet students spent the evening preparing their areas for inspection before turning in for the night.

The second and third days of training consisted of briefings from active duty pilots and soldiers, as well as team-building exercises. Training day four tested the cadets' physical endurance on the obstacle course, which is the same one used by active duty Army personnel. After lunch, the squadrons switched activities. Late afternoon allowed for flights to launch powered rockets.

The cadet students were transported to the Land Navigation and Leadership Response Courses on training day five. As one squadron of cadet students learned map-reading, the other squadron (by flights) learned how to complete



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each Leadership Response Course through teamwork.

One of the encampment's highlights came on training day six, when the cadet students were able to climb the Rock Wall Tower, then rappel down its side. Small-arms training was conducted by National Rifle Association members, allowing cadets to qualify for their small-arms badge.

On training day seven, with the end of encampment in sight, the flights competed for the Warrior Flight Award in a physical training competition, followed by practice on Graduation Pass and Review.

Throughout the encampment, awards were given to recognize the Honor Flight of the Day. Criteria for the flight award consisted of uniform and inspection scores, team leadership problem victories, team sports victories, spot checks of cadets' academic knowledge, promptness and conduct during classes, and overall team esprit-de-corps.

There was also an award for the Honor Cadet of the Day. The purpose of this award is to recognize the most outstanding student in each flight. A mix of objective and subjective criteria are used, including inspection scores, quiz averages, and overall attitude and leadership ability.

Before encampment ended, Cadet Commander Cadet Col. Klara Olcott suggested a photo opportunity in celebration of CAP's 75th anniversary. Cadets lined up to form giant numbers seven and five. Cadet 1st Lt. Mackenzie Mollohan, cadet officer in charge of the cadet public affairs team for Encampment 2016, captured the special moment.

Honor Cadets and Flights were:

Training Day 1: Cadet Airman 1st Class Tobias Whitfield, Foxtrot Flight, 388th Composite Squadron and Charlie Flight.

Training Day 2: Cadet Chief Master Sgt. Austin Largo, Echo Flight, Deer Valley Composite Sq 302 and Alpha Flight.

Training Day 3: Cadet Airman 1st Class Brian Fabsitz, Alpha Flight, Sky Harbor Composite Squadron 301 and Bravo Flight.

Training Day 4: Cadet Master Sgt. Jacob Kilian, Charlie Flight, Tehachapi Composite Squadron 46, California Wing and Delta Flight.

Training Day 5: Cadet Master Sgt. Tanner Sikman, Echo Flight, London Bridge Composite Squadron 501 and Delta Flight.

Training Day 6: Cadet Sr. Airman Austin Rojas, Delta Flight, London Bridge Composite Squadron 501 and Echo Flight.

Training Day 7: Cadet Master Sgt. John-David Holmes, Delta Flight, Deer Valley Composite Squadron 302 and Echo Flight. 🇺🇸

Below: Alpha, Bravo, and Charlie Flights prepare for Graduation Pass and Review at the end of Summer Encampment.





Left: (L-R) Santa Fe Composite Squadron Commander Capt. Glen Nicolet presents Cadet 2nd Lt. Dakota Cisneros with CAP's Gen. Billy Mitchell Award. (Photo: Senior Member Estevan Rael, CAP)

New Mexico Cadet Receives Mitchell Award at Promotion Ceremony

by Maj. Maria-Lisa M. Dilda, CAP, New Mexico Wing

SANTA FE, N.M. – On June 4, 2016, in a ceremony dating back to the early days of the cadet program, Santa Fe Composite Squadron's Dakota Cisneros, also known as Dakota Cisneros-Neith, was promoted to cadet second lieutenant during the squadron's Four Winds Promotion Ceremony.

The ceremony began with the call to order by the master of ceremonies, Cadet 2nd Lt. Sean Montano, followed by the presentation of the colors by the squadron's color guard. After opening remarks by Montano, Maj. Maria-Lisa Dilda introduced the guest speaker for the ceremony: newly-commissioned 2nd Lt. Michael R. "Ryan" Eckert, USAF, himself a former CAP cadet and friend of the squadron.

Maj. Dilda then read the poem *A Will to Lead*, by CAP's founder, Gill Robb Wilson.

Following the reading, the Four Winds, represented by four cadets (each standing for one of the points of the compass) entered the area. Beginning with the East

Wind and concluding with the North, each cadet reminded those present of the heritage bequeathed to them through the founders of CAP, the missions of the organization, the significance of Cadet Cisneros' promotion, and what he did to earn that promotion.

Cadet Cisneros then passed through the Four Winds, where squadron commander Capt. Glen Nicolet and Cadet Cisneros' mother, Ms. Jan Neith, pinned on the cadet lieutenant's new rank.

The ceremony concluded with the reading of two more poems: *A Senior Member*, written by Cadet Sgt. Penny Olsen in 1976, and *The Bridge Builder*, by Will Allen Dormgoole. A reception immediately followed the ceremony.

Concurrently with the ceremony, Capt. Nicolet presented to Cisneros the Civil Air Patrol's Gen. Billy Mitchell Award Certificate. This marks completion of Phase II of the CAP four-phase cadet program. If they enlist in the military, Mitchell recipients are eligible for advanced placement upon graduation from basic training. They are also eligible for academic and flight scholarships and grants. Approximately 10% of all cadets at service academies have had prior CAP experience.

Cisneros has been a member of CAP and the squadron since November, 2010. He is currently assigned as the squadron's cadet public affairs officer. He received the Outstanding NCO Award from Veterans of Foreign Wars, as well as for his contributions to the New Mexico Wing 2015 Summer Encampment. His immediate plans are to join the National Guard, enlist in their Security Force, and earn his Associate's Degree while serving in the Guard.

For many members of the squadron, Cisneros' promotion had a personal impact, since they had seen him grow from a small boy into a young man.

Cisneros remarked on how humbling it was for him to be promoted, and yet how he will be able to help those cadets who come after him.

When asked how he felt, he replied, "It's energizing. A fresh start." 🇺🇸



Top: Texas Wing Commander Col. Sean Crandall welcomes Congressman Randy Weber as a CAP Lt. Col. and a member of CAP's Congressional Squadron. (Photos: Capt. Audrey Morrow.)

Texas Wing's Group IV Holds Change of Command Ceremony

by Capt. Audrey Morrow, CAP, Texas Wing

HOUSTON, Texas – On April 30, 2016, family, friends, and Civil Air Patrol members joined in the conduct of Texas Wing's Group IV Change of Command. The ceremony, emceed by Lt. Col. Alyson White, was held at Ellington Field in traditional military style, with Texas Wing Commander Col. Sean Crandall presiding. The Ellington Composite Squadron Color Guard posted the colors, followed by Cadet Staff Sgt. Morgan Jones singing the National Anthem. During the ceremony, Maj. Ric Walters was honored for his service as Group IV Commander for the previous four years, and Lt. Col. David Ogden was welcomed as the new commander.

As an added highlight, Col. Crandall welcomed Congressman Randy Weber of the 14th Congressional District of Texas into Civil Air Patrol as a new CAP Lt. Col. and a member of the CAP Congressional Squadron.

Maj. Ric Walters, who had previously served as commander of the Sabre Senior Squadron, distinguished himself as the 900-member Group IV commander by melding the fourteen

The

squadrons into a cohesive unit, stressing emergency services training in this region that is prone to floods and hurricanes. After a military career spanning over 24 years of active U.S. Air Force service that included 14 years serving as special agent for the Air Force Office of Special Investigations, he will now serve as the Texas Wing Director of Homeland Security. In his new capacity, he will develop programs to support the Wing's growing missions. An ordained minister, Maj. Walters serves as pastor of the Wallis United Methodist Church.

Right: Maj. Sherra Ogden pins husband, Lt. Col. David Ogden.



Lt. Col. David Ogden assumes command of Texas Wing's Group IV. As an active CAP member since 2000, he and his wife Maj. Sherra Ogden have served as a team in both Texas Wing and Group IV positions. His emphasis has been on Professional Development, Emergency Services and Ground Search and Rescue Specialty School. He has conducted regular training sessions in Squadron Leadership School and Corporate Learning Courses, as well as served on staff for Lone Star Emergency Services Academy. His experience in all phases of Civil Air Patrol preparedness will ensure that Group IV continues to move forward in serving the community and nation.

Below: (L-R) Wing Commander Col. Sean Crandall congratulates Lt. Col. David Ogden as the new Group IV commander. Cadet 2nd Lt Emily Smith holds the Group IV flag.



In recent years, Group IV has played an active role in joint training exercises with the U. S. Coast Guard, the Sheriff's Department, Air National Guard, Fire Department and Houston/Galveston Office of Emergency Management. This coordination has proven to be critical in saving lives and safeguarding property. Group IV continues to prepare, strengthen and stand ready to serve. 🇺🇸



Top: Cadets graduated at the Veterans' Memorial in Albuquerque. (Photo: 2nd Lt. Michael R. Saul, CAP)

Below: During a tour of the flight line at Kirtland Air Force Base, cadets got to try hands-on the controls of the HH-60 Pave Hawk. (Photo: Cadet Master Sgt. Juan Romero, CAP)

2016 New Mexico Wing Summer Encampment: A Once-in-a-Lifetime Experience

by Cadet Master Sgt. Juan Romero, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – During June 18-24, 2016, New Mexico Wing hosted a summer encampment for 42 cadets from various cities within the Southwest Region. The cadet staff of 25 members reported for training and to set up the facility on June 17, at the National Guard Armory in Albuquerque.

The Armory's large gymnasium and conference room served to help senior members and guests educate and train the cadets. The gym served as an excellent location for drill and ceremonies, meals, and team leadership exercises. Cadet students were encouraged to participate, ask questions and share experiences during the character development, leadership and aerospace classes held in the conference room.

Guest speakers such as former astronaut Mike Mullane were able to share many stories and life lessons with the cadets to prepare them for future career opportunities. Team leadership exercises allowed the cadets to bond in a positive, friendly environment and become better leaders of themselves and others. Aerospace education became a hands-on activity when cadets built custom paper gliders and propeller-driven small model aircraft.

Physical training consisted of games such as tag and soccer, as well as warm-up exercises paced so as to avoid injury. Toward the end of encampment, cadets also went swimming at the Kirtland Aquatic Club at Kirtland Air Force Base, which allowed the cadets to get away from the heat of the day and demonstrate their skills.

Cadets also got to tour the flight line at Kirtland, and sit at the controls of the C-130 Hercules cargo aircraft, CV-22 Osprey vertical take-off and landing, rotating-wing combat airplane, and HH-60 Pave Hawk combat and search and rescue helicopter.

At the graduation parade on June 24, the cadets passed in review as their relatives, friends and other visitors watched their performance, and then received their certificates of completion.

Cadets came away from the encampment with once-in-a-lifetime opportunities, education and improvements that they will be able to share with their peers for years to come. The encampment's success would not have been possible without donations of food, time and money from the cadets' families and other organizations, especially the National Guard for the use of their armory, and Kirtland Air Force Base for the use of their facilities. Cadet staff members hope that next year's encampment will be just as fulfilling as this one. 🇺🇸





Top: 42nd Composite Squadron Commander Maj. John Bowden demonstrates preflight inspection of a CAP aircraft.

Left: Scout Aaron Dowdy, Troup 66, winner of the longest flight competition and recipient of the Arkansas Wing CAP Challenge Coin. (Photos: Maj. Ron Wingfield)



Arkansas Wing Helps with BSA Merit Badge University

by Maj. Ron Wingfield, CAP, Arkansas Wing

LITTLE ROCK, Ark. – The Boy Scouts of America “Merit Badge University” is an annual one-day event that provides an opportunity for scouts to earn their BSA Aviation Merit Badges. On May 7, 2016, CAP’s Arkansas Wing and the 42nd Composite Squadron (Little Rock) hosted the Aviation Badge event at Arkansas Wing Headquarters.

The BSA Aviation Merit Badge is a technically complex achievement that takes a full seven hours to complete. Focusing on all aspects of aviation and aerospace – from aerodynamics and forces of flight to flight planning and navigation – the day’s activities included a visit to the Central Flight Service Fixed Base Operator’s training facility at Clinton National Airport, as well as a thorough preflight of the 42nd Composite Squadron’s Cessna 182T “Skylane” aircraft (with G1000 glass cockpit).



Above: Scout Connor Olson, Troup 7, shows his trifecta of gliders.

Below: 42nd Composite Squadron Commander Maj. Bowden escorts Scouts through the Central Flying Service FBO training facility.

This year's "university" was conducted by BSA Merit Badge Counselor and CAP member Maj. Ron Wingfield (Arkansas Wing Information Technology), Maj. Keith Hudson (Arkansas Wing External Aerospace Education), Maj. John Bowden (42nd Composite Squadron Commander), Capt. Garrick St. Pierre (Arkansas Wing Aerospace Education Officer) and Capt. Andy Applegate.

Maj. Hudson, who holds a PhD and is a professor at the University of Arkansas, Little Rock, serves as program director for the Arkansas Space Grant Consortium. He detailed career opportunities in Arkansas and also with national corporations, military agencies, and NASA.



Materials and souvenirs, compliments of the Arkansas Space Grant Consortium and NASA, included balsa wood airplanes used in the event's "build and test" flight competition. BSA Troop 66's Aaron Dowdy won the "longest flight" title, and was presented with an Arkansas Wing CAP Challenge Coin. 🇺🇸



Top: The robotics lab interested many cadets. (Photos: Lt. Col. Peter Feltz, except where otherwise noted)

Below: The tents were set up in an ideal grassy area.

Arizona Wing Cadets Attend Aerospace Education Event at Embry-Riddle Aeronautical University

By Lt. Col. A. Peter Feltz, CAP

PRESCOT, Ariz. – On May 14, 2016, more than 70 cadets and 20 senior members from across Arizona arrived at the Embry-Riddle Aeronautical University (ERAU) Visitor's Center at 10 a.m. After signing in, each member received an agenda, a map of the campus, and an information packet. All attendees were assigned to one of four groups and given a lanyard and badge. After signing-in, the cadets were assembled and taken to the tent set-up area.





Above: A group of 22 cadets chose to visit the helicopter facility at Guidance Aviation. Their helicopter simulator was a popular attraction. (Photo: Maj. Greg Larkham)

The group soon found that the designated camping area was not going to work because of fire ants. Maj. Greg Larkham stepped in and was able to get the area switched to a green, grassy field that was ideal. Once the cadets had their tents set up, they assembled at the dining hall for lunch.

After lunch, they were divided into their groups and proceeded to their designated areas, rotating through the various activities. Cadets had an opportunity to see the ERAU aircraft on the flight line and had some time in the simulators. They also visited the Engineering Robotics Lab for a presentation by one of the ERAU professors. The entire group assembled in the Davis Learning Center auditorium to get a briefing from USAF Col. Randy Kaufman, commander and professor of Aerospace Studies for Air Force Reserve Officer Training Corps (AFROTC) Detachment 028 at ERAU.

An outdoor barbecue had been planned, but high winds and a chance of rain brought the group back to the dining hall instead. This ended the day and the cadets returned to the camping area for the evening.

Sunday morning started with breakfast at the Earhart dining hall. By 8 a.m. everyone went to the Academy of Model Aeronautics (AMA) remote-controlled airplane site, where they were given information about AMA and its flight center. There were also a number of demonstration flights provided. Afterwards, all returned to the auditorium for a presentation by a member of the ERAU Admissions Office staff.

Guidance Aviation, at the Prescott airport, had invited those who were interested to visit their helicopter facility and check out their 19 helicopters and the helicopter simulators that they build there and use for training. They work with a contingent of students from Yavapai College. In all, 22 CAP cadets chose to participate and many of them had a chance to try out one of the helicopter simulators.

Setting up this kind of an event is not trivial. Feedback from cadets and senior members alike was very positive, making all the hard work worth the effort. 🍷



Left: (L-R) Alamogordo Composite Squadron Commander Maj. James Hibbard presents the squadron guidon to Mauger, who assumed cadet command of the squadron.

Below: (L-R) Cadet Mauger's father, Senior Member Brad Mauger and his mother Deb place the cadet second lieutenant shoulder boards on their son. (Photos: Maj. Kathryn Hibbard, CAP)

Alamogordo Cadet Promoted, Appointed Cadet Squadron Commander

*by Maj. Kathryn Hibbard, CAP,
New Mexico Wing*

ALAMOGORDO, N.M. – In a combined promotion and change-of-command ceremony,

Alamogordo Composite Squadron's Cadet Gabriel Mauger was promoted to cadet second lieutenant at the squadron's meeting on May 2, 2016. New Mexico Wing commander Col. Mike Lee attended the event.

The Hon. Frank Wilson, retired judge of New Mexico's 12th Judicial District, had the honor of administering the oath of membership, while Mauger's parents pinned on his new rank. Wilson, himself a former CAP cadet officer, told the cadets and parents present at the ceremony what it means to achieve this milestone.

Concurrent with Mauger's promotion is the Gen. Billy Mitchell Award, which signifies completion of Phase II of Civil Air Patrol's four-phase cadet program. If they join the military, Mitchell cadets are eligible for advanced placement upon graduation from basic training, as well as flight and academic scholarships offered through Civil Air Patrol.

Mauger has been a cadet since September, 2013, and through the years has developed his leadership skills and aerospace knowledge to provide a strong leadership structure for the cadets in the squadron. After the promotion ceremony, Squadron Commander Maj. James Hibbard presided over the cadet change of command, at which time Mauger took over as the squadron's cadet commander. 🇺🇸





Top: CAP Cessna aircraft fitted with radio telemetry antennas horizontally below the wings. (Photos: 2nd Lt. Patrick Moore)

Below: “Harp trap” ready to catch bats at the mouth of a cave.

Arkansas Graduate Student Studies Bats as a Civil Air Patrol Member

by Maj. Blake Sasse, CAP, Arkansas Wing

JONESBORO, Ark. – Not many CAP missions begin at the mouth of a cave, but for the last few years that has been the origin of dozens of sorties flown by the Arkansas Wing: To follow the nighttime flight patterns of the gray bat.

The project originated with a grant from the U.S. Fish and Wildlife Service and the Arkansas Game and Fish Commission to Arkansas State University (ASU) in 2014. The goal is to test whether airplanes could be used to follow this endangered species as they forage for insects near the sites where the females raise their young in the summer. Little was known about how far the bats flew from their roosts or what sort of habitat they use when looking for their food, both critical pieces of information to those interested in helping this species.

Dr. Tom Risch, professor of animal ecology at ASU, chose graduate student Patrick Moore to take the lead in this research study.





Above: Gray bat fitted with radio transmitter.

Moore used a “harp trap” (a large metal frame with dozens of vertical fishing lines-like strings on a harp) to catch bats exiting their roost at dusk, some flying into the fishing lines and into a catch bag below. After capturing the bats and recording basic biological data, a small radio transmitter weighing much less than a dime was attached to their backs using surgical glue before the bats were released. The following night, a CAP plane would follow them throughout the early evening; some nights a second sortie would fly after midnight.

Arkansas Wing was a natural fit for this project, since its members have conducted similar missions on behalf of ASU and the Game Commission for over 15 years. Although this mission is essentially similar to locating an emergency locator beacon, there were additional challenges. The largest was that CAP’s aircraft do not have radios or antennas optimized for the frequencies used by these radio transmitters, so temporary antennas had to be mounted to the Cessna’s wing struts before each flight and linked to a special radio receiver purchased by ASU for the project.

The logistical challenge of finding aircrews willing to operate long nightly flights for several weeks was significant, and the weather was not always favorable. Typical “bat flights” last four hours and must be flown by instrument-rated pilots. “The pilots who volunteered exceeded my wildest expectations,” said Moore. “The breadth of knowledge about all aspects of flying imparted to me was as much a learning experience as gathering my data.”

The success of the first summer’s work and Moore’s impression of Civil Air Patrol led him to join the 42nd Composite Squadron in Little Rock in August, 2014, where he volunteers with the ground team program at the grade of 2nd Lt. According to Moore, “Community service, volunteerism, search and rescue, and leadership to the youth of our country are just some of the principles that drew me here. I was so taken by these principles that I felt I had found a place where my experience and willingness to learn could give back to society. The end result was unexpected from the outset, but I had found a home in CAP.” 🇺🇸



Above: (L-R) New Mexico Wing commander Col. Mike Lee presents Clovis Composite Squadron commander Maj. Andrew Beattie with the unit's Squadron of Merit streamer. (Photo: Lt. Col. Jay T. Tourtel, CAP)

Clovis Composite Squadron Named New Mexico Wing's 2016 Squadron of Merit

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – At the New Mexico Wing Commander's Call and Staff Meeting on June 11, 2016, the Clovis Composite Squadron was recognized as New Mexico Wing's Squadron of Merit for 2016. This award means that the squadron is the "First Among Equals" squadron in the Wing, out of 23 eligible squadrons.

New Mexico Wing C ommander Col. Mike Lee presented Squadron Commander Maj. Andrew Beattie with the Squadron of Merit streamer, which can be affixed to the unit's organizational flag or guidon. The squadron was also belatedly recognized as Squadron of Merit for 2015. 🇺🇸



Top: (L-R) Cadet Master Sgts. Cherish Stone and Shelby Novak asked for altitude. The view is better from 8,000 feet up.
(Photos: Capt. Brad Kidder)

Below: Cadet 2nd Lt. Mason Deleon gets a birds-eye view of his alma mater, Greenwood High School, Greenwood, Ark.

Arkansas Wing Ends Academic Year with AFJROTC Orientation Flights

by Capt. Brad Kidder, CAP, Arkansas Wing

FORT SMITH, Ark. – Arkansas Wing has flown Air Force Junior ROTC cadets out of Little Rock for many years, but with the conclusion of the academic school year, Fort Smith's 83rd Composite Squadron adds its name to the list of CAP squadrons working cooperatively with this Air Force youth program dedicated to educating and training high school students in citizenship, promote community service, instill responsibility, character, and self-discipline, and provide instruction in air and space fundamentals.



The Fly-By, Southwest Region, July, 2016

AFJROTC-appointed Arkansas Wing CAP pilots flew the full complement of JROTC's budgeted sorties.

AFJROTC receives a use-or-lose budget allocation for CAP missions to fly cadet orientation flights. Using that money effectively and completely, with the knowledge that (1) the limit can't be exceeded, and (2) there won't be any more funding allocated, maximizing cadet sortie effectiveness matters. Fuel expense, burn rate, and the hourly cost of the specific CAP airframe (Cessna 172 vs. the more powerful Cessna 182) are factors to be considered as CAP is entrusted to steward AFJROTC funds.

As Greenwood High School's AR-20001 AFJROTC cadets rotated through sorties in the 83rd Composite Squadron's Cessna 182T, Arkansas Air National Guard's 188th Wing hosted quality time in their MQ-9 "Reaper" Remotely Piloted Aircraft simulator. As one cadet flew the airframe, another controlled the targeting pod in an air-to-ground combat scenario. Most cadets had never been on an Air Force installation before, and meeting real Air Force pilots wearing flight suits, getting to perform normal customs and courtesies, rendering salutes and looking good in uniform was truly exciting for a cadet.

Cadets saw how the Garmin G1000 "glass cockpit" worked. All flight operations were performed on the aircraft tarmac at 188th Wing, Arkansas Air National Guard. All front-seat cadets spent some time flying the plane and taxiing the yellow line while on the ground, all under the CAP pilot's supervision

Asking the commander of an AFJROTC squadron if CAP could fly their cadets is a really good feeling, and welcome by everyone involved. Most cadets have never been in a small plane before, or perhaps even flown at all. Watching the mystery and subtle fear-of-the-unknown in a cadet's eyes turn into thrill, wonder and enthusiasm is an experience that CAP pilots look forward to. Flying AFJROTC cadets counts towards achieving the CAP Orientation Pilot ribbon.

Arkansas Wing looks forward to strengthening its relationship with AFJROTC squadrons across the state. Ideally, larger funding will be made available as momentum builds in CAP's support of their cadet program. 🇺🇸

Below: Arkansas Wing's 83rd Composite Squadron Commander Maj. Scott James demonstrates the G1000 cockpit for some of the Greenwood AFJROTC cadets





Left: (L-R): Civil Air Patrol's Northeast Region Commander Col. Dan LeClair and National Commander Maj. Gen. Joseph R. Vazquez model the then-proposed Airman Battle Uniform at CAP's Command Council meeting last February. (Photo: Courtesy of Northeast Region Headquarters)

It's Official: CAP to Transition to ABUs

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – In an interim change letter dated May 4, 2016, CAP National Commander Maj. Gen. Joseph Vazquez announced that Civil Air Patrol has received permission from its parent service, the United States Air Force, to transition to the Air Force's Airman Battle Uniform, or ABU, as Civil Air Patrol's official field uniform.

Vazquez said, "As the official auxiliary of the Air Force, CAP has a long history of wearing a USAF-style uniform, and our transition to the ABU uniform once again brings us in line with our parent service."

The interim change letter provides guidance for proper wear of the uniform, until a new edition of the Civil Air Patrol Uniform Manual, CAPM 39-1, can be published.

The Air Force's approval also resolves an unintended consequence that arose for CAP members, when the Air Force began phasing out the Battle Dress Uniform (BDUs) in 2006, and adopted the ABU as their official field uniform in 2011: although new BDUs were still commercially available, access to excess BDUs – which Civil Air Patrol depended on to outfit their members at little or no cost – became increasingly scarce.

Fortunately, Civil Air Patrol has also received approval from the Army and Air Force Exchange Service (AAFES) to receive excess ABUs, which will once again allow

squadrons to outfit their members without undue financial strain.

Although final approval was not given until May this year, Vazquez, along with Northeast Region Commander Col. Dan LeClair, modeled the proposed uniform at CAP's Command Council meeting in Washington last February, to get an indication of interest in wearing the ABU.

The insignia worn on the uniform will also change. Instead of white thread on ultramarine blue patches – such as are now worn on the BDUs – the insignia will consist of silver thread on dark blue patches.

CAP members will wear black leather combat boots, rather than the sage green suede boots worn by their Air Force counterparts. The phase-in period began on June 15, 2016, with the transition to be completed by June 15, 2021. 🍷



Above: (L-R) Louisiana Wing Commander Col. Thomas W. Barnard, Lt. Col. Kathy Beauford, and Southwest Region Commander Col. Mark Smith.

Louisiana Wing Squadron Earns Numerous Awards

by 2nd Lt. Ed Charbonnet, CAP, Louisiana Wing

ALEXANDRIA, La. – During April 8-10, 2016, the Pontchartrain Cadet Squadron, located in Harahan, La., won numerous awards at the annual Civil Air Patrol Wing Conference in Alexandria, La. As the Auxiliary of the U.S. Air Force and part of its Total Force, the Civil Air Patrol (CAP) serves the nation through emergency services, cadet programs, and aerospace education. Civil Air Patrol was created by Administrative Order 9 on Dec. 1, 1941, later ratified by Act of Congress on July 1, 1946 (Public Law 70-476).

Pontchartrain Commander Maj. William Hunton won the CAP Achievement Award for “Outstanding Duty Performance.” Lt. Col. Kathy Beauford won one of CAP’s highest honors, the Southwest Region Exceptional Service Award for “Exceptional Service in a Duty of Great Responsibility.” She was also selected as the Southwest Region’s nominee for the national-level Maj. Gen. Jeanne Holm Aerospace Education Officer of the Year Award, the Frank G. Brewer Memorial Aerospace Award, and the Col. Robert (“Bud”) V. Payton Public Affairs Officer of the Year Award, recognizing her as one of the 8 nominees in the nation for each category. Lt. Col. Beauford also won the La. Wing Aerospace Education Officer of the Year Award and received a CAP Achievement Award for “Outstanding Duty Performance.”

Maj. Dennis Eschmann won the Commander’s Commendation Award, the Ground Team Leader of the Year Award, the Drug Demand Reduction Award, and nomination to the National-level Dion E. DeCamp Ground Team Senior Member of the Year Award. The Pontchartrain Cadet Squadron was nominated to the Dion E. DeCamp Ground Team of the Year Award, Capt. Robin Soroe won the Drug Demand Reduction Officer of the Year Award and the CAP Achievement Award, and Capt. Mike Giroir earned the Safety Officer of the Year Award and a Commander’s Commendation Award for Outstanding Duty Performance. 🇺🇸



Top: Lt. Col. Jack Jackson and Lt. Col. Gwynn Groggel at the Texas Wing Conference in April 28, 2012. (Photo: Lt. Col. Don R. Fisher, CAP)

Guest Editorial: After Tragic Accident, Texas Wing Members Will be Missed

by Maj. Tom King, CAP, and Maj. George Otto, CAP, Texas Wing

KERRVILLE, Texas – On May 16, 2016, Lt. Col. Henry “Jack” L. Jackson, 75, his wife, Lt. Col. Gwynn A. Groggel, 70, and their friends Charles and Carrie Torti were killed as they were departing the airport at Tupelo, Miss. on a cross-country trip from Kerrville, Texas to Charlottesville, Va.

“They were members of the Kerrville Composite Squadron and were responsible for starting the squadron back in the 1990s,” said Maj. George Otto, squadron commander. “Gwynn and Jack were the Kerrville Squadron’s first commanders.”

Born on March 21, 1941, in Immokalee, Florida, Jack spent his life serving his country in the military, industry, community he lived in, the Civil Air Patrol, and his family – in large and equal measures. In the 1960s he served his country in Vietnam as a specialist in the U.S. Air Force. Afterwards, he had a career with IBM as a computer technical expert, trainer, and manager, while at the same time earning bachelor and master’s degrees from the University of Houston.

He continued to serve in the Air Force Reserve until his retirement from IBM, where he and Gwynn had met. After retiring from IBM, he and Gwynn retired to the Texas Hill Country. Jack

taught computer technology at Austin Community College and later at Schreiner University. He enjoyed flying and being around aviation-related activities. His strong sense of duty led to his active involvement in the Civil Air Patrol, attaining the grade of Lt. Col.



Above: On March 13, 2013, Col. Brooks Cima cuts the ribbon inaugurating the Texas Wing facility at Nacogdoches. Behind her stand (L-R) former Texas Wing Commander Col. Orlan D. Scott, Texas Wing Chief of Staff Maj. Jerry Green, Texas Wing Vice Commander Lt. Col. Jack Jackson, and Southwest Region Commander Col. Frank Buethe. (Photo: Lt. Col. Don R. Fisher, CAP)

Gwynn was born on Aug. 14, 1945, in Bristow, Okla. She was a graduate of the University of Oklahoma and spent her entire career working for IBM in various technical and managerial capacities. She gave back to the community through her participation in the American Association of University Women and the "I Have a Dream" Foundation. One of her passions was the practice of yoga, which led her to earn her instructor certification and later become the co-founder and co-owner of The Yoga Space, a yoga studio, in downtown Kerrville. She always had a love of the performing arts, ballet and symphony orchestra, which she enjoyed in Dallas and Kerrville, and continued to support the community through her patronage.

While living in the Dallas–Ft. Worth area, Jack served as the Civil Air Patrol Addison Composite Squadron commander. They moved to Kerrville and, in September, 1999, organized a new senior squadron based at the Tierra Linda Ranch Airport. Jack was the first Kerrville Senior Squadron commander, serving in this capacity for approximately a year.

At that point, Gwynn became commander of the squadron and continued until 2008. Under Gwynn's command, the squadron was recognized by Texas Wing as a Squadron of Merit. Gwynn was always considered an outstanding and highly knowledgeable organizer and manager as commander of the Kerrville Squadron.

While recruiting members for the new squadron, Jack and Gwynn organized various training events and in April 2000 were able to get over 40 CAP members to participate in a Mountain Flight Clinic at the Alpine-Casparis Airport in Alpine, Texas.



Left: Lt. Col. Gwynn Groggel at the Mountain Flying Clinic, Alpine, Texas on Oct. 30, 2010.

Below: In 2008, Lt. Col. Jack Jackson receives the Counter Drug Officer of the Year Award. Presenting the plaque were Col. Brooks Cima and Col. Joe Smith.

In 2004, Gwynn took over as the Incident Commander for the Mountain Flight Clinic. The MFC continues to this day and has been a highly successful CAP training activity, attended by CAP senior members from across Texas as well as the surrounding states of Oklahoma, Louisiana and New Mexico.

While Gwynn became an incident commander serving as such during numerous electronic locator transmitter searches as well as several natural disasters including

hurricanes Rita and Ike, Jack went to Texas Wing staff becoming wing director of operations.

In that capacity, Jack reorganized the wing maintenance program with a model similar to the current CAP National contract-based maintenance program. Jack also planned and oversaw the installation of new CAP VHF radios and audio panels in all Texas Wing aircraft.





Above: Lt. Col. Jack Jackson with Col. Brooks Cima at the Mountain Flying Clinic in Alpine, Texas in 2013.

He was at the forefront of assessing and implementing new technologies for Texas Wing and CAP National Headquarters. Jack was also instrumental in developing the strong working relationship that CAP currently enjoys with the State of Texas Emergency Operations Center, which manages and staffs the State Operations Center (SOC).

SOC operates 24/7 to coordinate local, state and federal response to emergencies and natural disasters such as hurricanes and severe flooding. He served as CAP's liaison to the SOC during Hurricanes, Edouard, Katrina, Rita, Dolly, Gustav and Ike. For many years and during various natural disasters, Jack directed Texas Wing CAP emergency operations from the SOC.

Jack was instrumental in getting Texas Wing aircraft equipped and aircrews trained for disaster assessment aerial photography. He was also instrumental in forging an alliance between the state and CAP that produced a coordinated border law enforcement program in 2004-05.

Jack led the Texas Wing border operations through 2014. He was the project leader for Operations Rio Grande, Big Jake, Javelina Thunder I, Javelina Thunder II, Del Rio, El Paso, Laredo, Rio Bravo, and Seventh Flag. He also was the incident commander for major fire-watch missions for the State of Texas. One fire-watch operation flew 13 sorties a day for 90 straight days.

Over the years, Jack received numerous CAP awards. He received the Distinguished Service Medal, five Exceptional Service Awards, three Meritorious Service Award, three Commanders Commendation Awards, 2008 Texas Wing Counter Drug Officer of the Year, 2008 Senior Member of the Year, 2012 Southwest Region Counter Drug Officer of the Year, and most recently the 2015 Texas Wing Senior Member of the Year.

CAP pilots knew Jack best perhaps as a check pilot for CAP Form 5 and 91 check flights. Jack was an exceptional check pilot, and a check ride with Jack was the opportunity to enhance one's flying knowledge and skills. Jack served as assistant standardization and evaluations officer for Texas Wing. He was a longtime mission pilot, mission observer and scanner, and CAP check pilot for 29 years. He also served as Texas Wing vice commander from February 2005 to April 2015.

Civil Air Patrol benefited immensely from the talents and longtime efforts of Jack and Gwynn. His friends and fellow CAP members are privileged to have known and worked with these two exceptional and caring individuals, and they will not forget them. They will be truly missed by family and friends, colleagues at work, and the Civil Air Patrol community. 🇺🇸



The Safety Corner – Extreme Heat

Heat kills by pushing the human body beyond its limits. In extreme heat and high humidity, evaporation is slowed and the body must work extra hard to maintain a normal temperature.

Most heat disorders occur because the victim has been overexposed to heat or has over-exercised for his or her age and physical condition. Older adults, young children, and those who are sick or overweight are more likely to succumb to extreme heat.

Conditions that can induce heat-related illnesses include stagnant atmospheric conditions and poor air quality. Consequently, people living in urban areas may be at greater risk from the effects of a prolonged heat wave than those living in rural areas. Also, asphalt and concrete store heat longer and gradually release heat at night, which can produce higher nighttime temperatures known as the "urban heat island effect."

A heat wave is an extended period of extreme heat, and is often accompanied by high humidity. These conditions can be dangerous and even life-threatening for humans who don't take the proper precautions. *(The hot links below lead to additional, useful information)*

Before Extreme Heat

To prepare for extreme heat, you should:

- To begin preparing, you should [build an emergency kit](#) and make a [family communications plan](#).
- Install window air conditioners snugly; insulate if necessary.
- Check air-conditioning ducts for proper insulation.
- Install temporary window reflectors (for use between windows and drapes), such as aluminum foil-covered cardboard, to reflect heat back outside.
- Weather-strip doors and sills to keep cool air in.
- Cover windows that receive morning or afternoon sun with drapes, shades, awnings, or louvers. (Outdoor awnings or louvers can reduce the heat that enters a home by up to 80 percent.)
- Keep storm windows up all year.
- Listen to local weather forecasts and stay aware of upcoming temperature changes.
- Know those in your neighborhood who are elderly, young, sick or overweight. They are more likely to become victims of excessive heat and may need help.
- Be aware that people living in urban areas may be at greater risk from the effects of a prolonged heat wave than are people living in rural areas.
- Get trained in first aid to learn how to treat heat-related emergencies.

Know the Terms

Familiarize yourself with these terms to help identify an extreme heat hazard:

- **Heat Wave** - Prolonged period of excessive heat, often combined with excessive humidity.

- **Heat Index** - A number in degrees Fahrenheit (F) that tells how hot it feels when relative humidity is added to the air temperature. Exposure to full sunshine can increase the heat index by 15 degrees.
- **Heat Cramps** - Muscular pains and spasms due to heavy exertion. Although heat cramps are the least severe, they are often the first signal that the body is having trouble with the heat.
- **Heat Exhaustion** - Typically occurs when people exercise heavily or work in a hot, humid place where body fluids are lost through heavy sweating. Blood flow to the skin increases, causing blood flow to decrease to the vital organs. This results in a form of mild shock. If not treated, the victim's condition will worsen. Body temperature will keep rising and the victim may suffer heat stroke.
- **Heat Stroke** - A life-threatening condition. The victim's temperature control system, which produces sweating to cool the body, stops working. The body temperature can rise so high that brain damage and death may result if the body is not cooled quickly.
- **Sun Stroke** - Another term for heat stroke.
- **Excessive Heat Watch** - Conditions are favorable for an excessive heat event to meet or exceed local Excessive Heat Warning criteria in the next 24 to 72 hours.
- **Excessive Heat Warning** - Heat Index values are forecast to meet or exceed locally defined warning criteria for at least 2 days (daytime highs=105-110° Fahrenheit).
- **Heat Advisory** - Heat Index values are forecast to meet locally defined advisory criteria for 1 to 2 days (daytime highs=100-105° Fahrenheit).

During Extreme Heat

What you should do if the weather is extremely hot:

- Listen to [NOAA Weather Radio](#) for critical updates from the National Weather Service (NWS).
- Never leave children or pets alone in closed vehicles.
- Stay indoors as much as possible and limit exposure to the sun.
- Stay on the lowest floor out of the sunshine if air conditioning is not available.
- Postpone outdoor games and activities.
- Consider spending the warmest part of the day in public buildings such as libraries, schools, movie theaters, shopping malls, and other community facilities. Circulating air can cool the body by increasing the perspiration rate of evaporation.
- Eat well-balanced, light, and regular meals. Avoid using salt tablets unless directed to do so by a physician.
- Drink plenty of water; even if you do not feel thirsty. Avoid drinks with caffeine. Persons who have epilepsy or heart, kidney, or liver disease; are on fluid-restricted diets; or have a problem with fluid retention should consult a doctor before increasing liquid intake.
- Limit intake of alcoholic beverages.
- Dress in loose-fitting, lightweight, and light-colored clothes that cover as much skin as possible. Avoid dark colors because they absorb the sun's rays.
- Protect face and head by wearing a wide-brimmed hat.
- Avoid strenuous work during the warmest part of the day. Use a buddy system when working in extreme heat, and take frequent breaks.
- Check on family, friends, and neighbors who do not have air conditioning and who spend much of their time alone.
- Avoid extreme temperature changes.
- Check on your animals frequently to ensure that they are not suffering from the heat. Go to a designated public shelter if your home loses power during periods of extreme heat. Text **SHELTER** + your ZIP code to **43362** (4FEMA) to find the nearest shelter in your area (example: **shelter 12345**). 📱

Lt. Col. John Kruger, CAP

SWR Director of Safety

On Writing

What Makes Good English?

AUSTIN, Texas – Writing news articles well is not a difficult task. All that is required is to tell the story clearly and simply, not use it as a vehicle for personal messages or opinion, and remain neutral (not take sides) at all times. Whoever can do this has grasped the fundamentals of Associated Press Style.

Usually, young and inexperienced writers tend to write using their everyday spoken habits and mannerisms. Unfortunately, this is often inadequate, since to complete the meaning most people rely on tone of voice, body language, and the other person's knowledge with respect to the subject being discussed; however, when the message is presented in writing, these extras are normally missing. So let's break down good writing into some essential elements.

Sir Winston Churchill was a prolific and successful writer. So much so that others often sought his advice. In casual conversation, someone commented to him on how well he wrote, and then asked what method he used to select the words he used. Being quick-witted, Churchill replied smoothly, "Short words are best, and, when old, these are best of all." Twelve words (actually ten, with two of them repeated), each a single syllable: brevity at its best. But where do these words come from?

Short = From the Proto Indo-European (PIE) root *sker-*, through Old Norse (ON) *skorta* and probably Proto-Germanic (PG) *skurta*.

Word = From the PIE root *were-*, through ON *ord*, through PG *wurdan*, through Old High German (OHG) *wort*, and Old Saxon *word*.

Are = This verb is also ancient, from the PIE root *bheue-*, through PG "*biju*," through Latin "esse" and Old English "*beon*."

Best = From the PG root *bat-*, through OHG *bezzist*, and Old English (OE) *beste*.

And = From PIE *en*, through Latin *ante*, through OHG *enti*, through PG *unda*, through OE *and*.

When = From the PIE base *kwo-*, through Old Frisian *hwenne*, through PG *hwan-* and OE *hwaenne*.

Old = From the PIE root *al-*, through PG *althaz*, through West Saxon *eald* and OE *ald*.

These = From OE *thaes*.

Of = From PIE *apo*, through PG *af*, through OE *of*.

All = From PG *alnaz*, through OHG *all*, through OE *eall*.

That Churchill could come up, quickly and seemingly effortlessly, with such a tightly-worded statement using words deeply rooted in ancient languages is a display of language mastery that has few equals. The rest of us stand in his shadow.

However, difficult as it may seem, it is possible to achieve high language skills, master the English language, and develop writing proficiency in AP Style. Here is how.

In general, avoid wordiness of any kind. If you can write "because," never opt for "due to the fact that." Yes, the first choice has 2 syllables, and the second choice is composed of one-syllable words (however, count them: five of them). Therefore, the final count is really 2 to 5, and "because" wins as the shortest.

Use adjectives with caution. If they add nothing (or the wrong thing), throw them out. If they express opinion, axe them ruthlessly.

Beware of "modern" double-noun constructs such as: *pair gloves*. Let's make a sentence with this. "I have a new pair gloves," would write the novice author striving to be "contemporary." But "pair" is not a synonym of "two," and besides "two gloves" would not work in this case, because they might not be matched. Therefore, removing "pair" is not an option. The trouble with "pair" is

that it is not an adjective, and cannot be used as a noun in an adjectival role, such as the noun “pine” in “a pine forest” can. In this last example, notice that in its adjectival role the first noun becomes a specific instance of the second, and the subject is the second noun. However, if we stop to wonder what kind of glove might “pair gloves” be, we’ll see that there is more to it than meets the eye.

Another cue in the above paragraph is that “pair gloves” has “gloves” in plural. Why is that? Because “pair” means “two-of-a-kind,” not just “two,” and the correct expression is “a pair of gloves.” Now let’s dig a little deeper. Were we to use “a pair of gloves” in a sentence, such as, “A pair of gloves made a good present,” which is the subject? Are you in doubt? Let’s put it in the present tense and see what happens: “A pair of gloves makes a good present.” Why *makes* and not *make*? Because the subject is “a pair” and “of gloves” is a little clause that explains what kind of a pair it is that we are dealing with (hint, a leading preposition makes “gloves” a clause).

Another linguistic trap is, “None of them.” In conversation, many people will say, “None of them are aware of the danger,” truly believing “them” to be the subject. Wrong. “None” is the subject, and it is a singular (a contraction of “no one,” or “not one”). The quick-recognition clue is that “them” cannot ever be the subject; only “they” can (more on this below).

It is unfortunate that America’s educators seem to have stopped teaching English grammar and syntax, and students are not required to learn by imitation, as they are seldom exposed to masterfully written prose. The language rules laid out by classical Greek and Latin, most of Latin’s still firmly retained by (at least) today’s German and Romance languages, have largely vanished in contemporary American English usage (and are quickly waning in Britain, too). The need for the subjunctive (lately called *conjunctive*) in the English language is being largely ignored in favor of the past tense, to the point that only few online verb conjugation sites include the subjunctive mood altogether (although calling it *conjunctive*). This and other shortcomings of contemporary English-language users greatly increase the difficulty of teaching foreign languages to those who speak only current “every-day” English.

Latin is a rich, precise and concise language, capable of great clarity. This explains why it is still in use in the legal and medical worlds, as well as being the official language of the Roman Catholic Church. When Ancient Rome expanded its reach across Europe, from Iberia to the Middle East, it imposed Latin on the conquered people because local languages lacked the vocabulary to even understand Roman law and the function and conduct of Roman government. This requirement profoundly influenced these people, their thinking, and the grammar and syntax of their own language. One of these was Old Germanic, itself the cradle of the language that Anglo-Saxons took to Britain and from which modern English is partially descended. Latin is the reason why we have word cases such as “he, his, him, to him” (which, by the way, reflect only four of the seven Latin declension cases; the other three are largely lost to us).

Fortunately, someone must have been paying attention and there is still hope for our youth. Today, many high schools offer Latin as a foreign language. Because of Latin’s influence on Old Germanic and the creation of the Norman’s *Langue d’oc*, Latin entered the English language in a big way. Latin also influenced all modern European languages. It has been said that Classical Latin and Classical Greek hold the key to every contemporary Indo-European language (this excludes Finnish, Hungarian and Basque, that are faintly related through a common Proto-Celtic origin that pre-dates Indo-European migrations).

English, too – when used correctly – can be a concise, powerful and elegant language. Those who understand its complex roots, the elegance of brevity, the power of clarity, and the beauty of ancient and simple words, will be sure to read prose that is well-written in AP Style from a different perspective. What reads well, flows easily, and sounds supremely right stands on linguistic traditions as well as the author’s understanding of and respect for the rules of grammar and syntax. 📖

Lt. Col. Arthur E. Woodgate, CAP
SWR Director of Public Affairs

How the Southwest Region Public Affairs Awards Program Works

Starting with the July, 2015 issue of The Fly-By, Southwest Region Commander Col. Mark Smith has decided to continue the January, 2013 directive of then Southwest Region Commander Col. Frank A. Buethe in that region will recognize contributions to The Fly-By as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.
2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

How to Make Submissions Suitable for Publication

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at www.ap.org). For a brief summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

General advice on writing a good article

- Get all the facts right, stick to the facts, and do not use hearsay or express opinion.
- Take good digital photos.
 - Do not use digital zoom, or else your photos will lack good focus and definition;
 - Take "action shots" of people doing something interesting that is material to the article;
 - Make sure everyone is in the correct uniform and you identify all.
 - **Note:** Good photos are essential to add immediacy and flavor to the story.
- Get good quotes.
 - Ask participants for their opinion;
 - Get full grade, name, position title and unit of assignment for each quote.
 - Get the individual's consent to publish the quote as recorded (read it back).
 - **Note:** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- Write in good, idiomatic, unadorned English.
 - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
 - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
 - Avoid colloquial expressions;
 - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
 - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower. 🇺🇸

Associated Press Style in a Nutshell

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at www.ap.org – read it, study it, know it, and use it. 📖